Volume Three: Regional Summaries
And Development Opportunities

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ECONOMIC DEVELOPMENT THROUGH INNOVATION

A DEVELOPMENT PLAN

COMMONWEALTH OF PENNSYLVANIA
MILTON J. SHAPP, GOVERNOR

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November 1977

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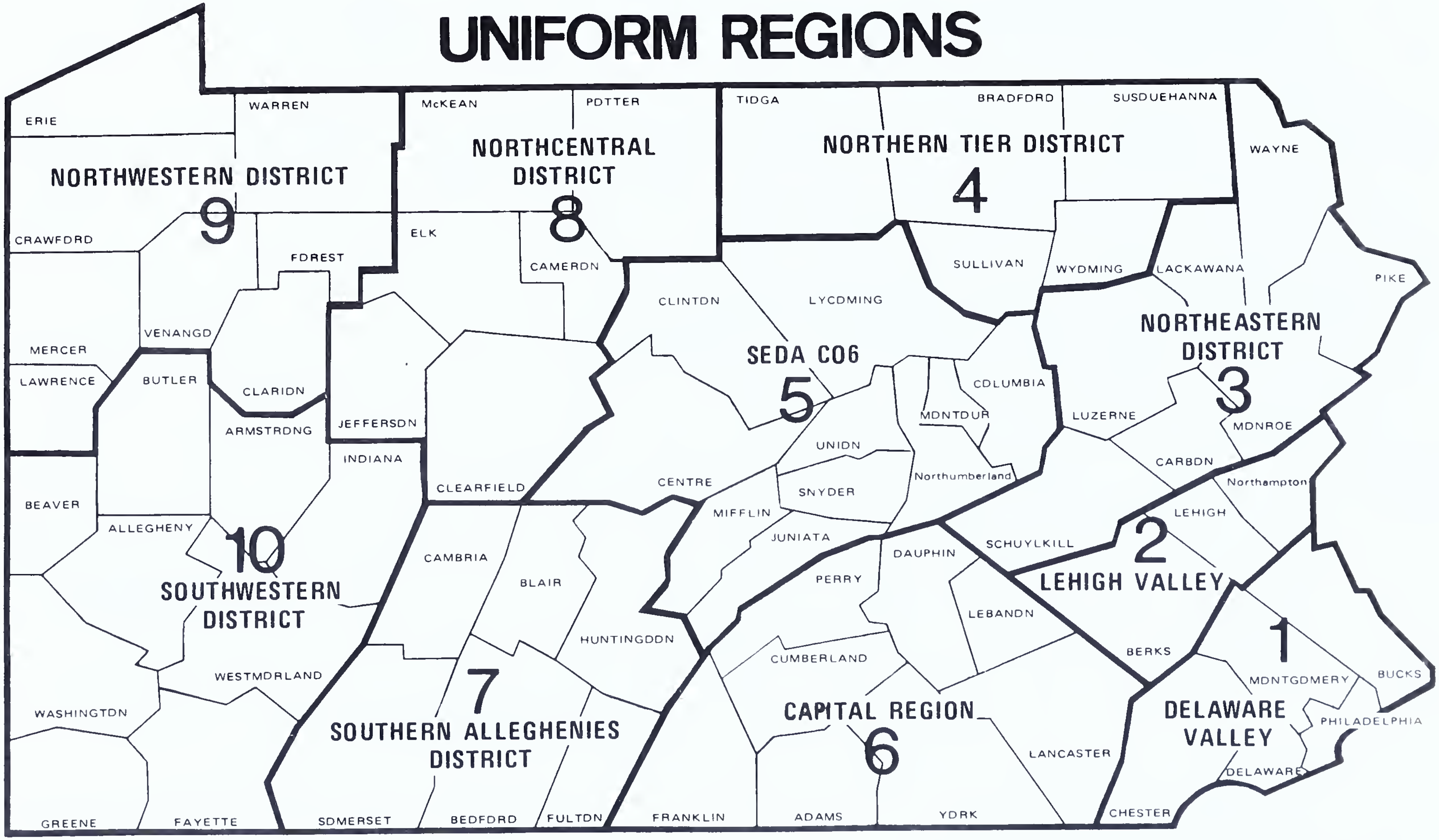
UNIFORM REGIONS



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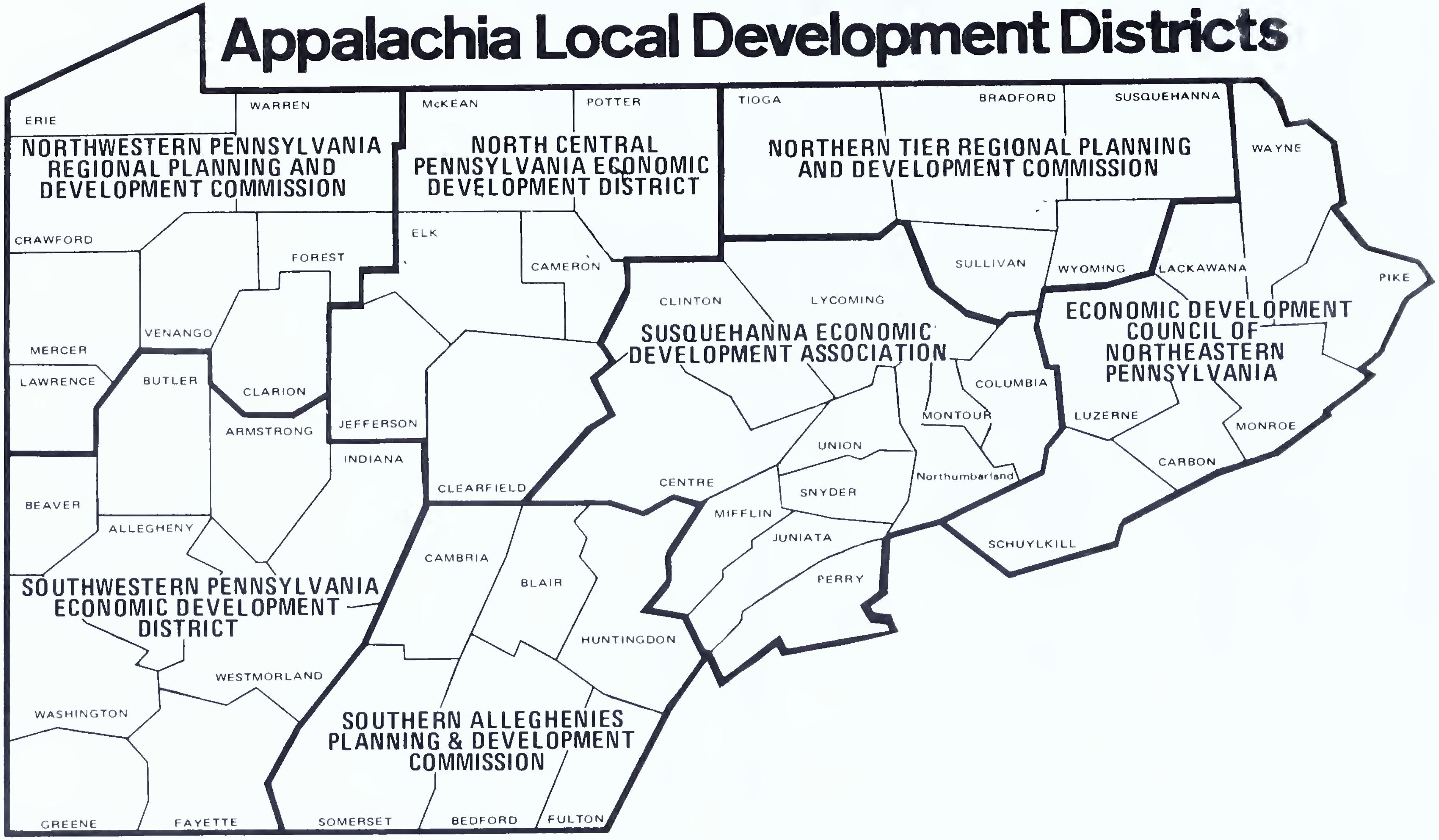
NORTHWESTERN PENNSYLVANIA REGIONAL PLANNING AND DEVELOPMENT COMMISSION
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SUSQUEHANNA ECONOMIC DEVELOPMENT ASSOCIATION
ECONOMIC DEVELOPMENT COUNCIL OF NORTHEASTERN PENNSYLVANIA
SOUTHWESTERN PENNSYLVANIA ECONOMIC DEVELOPMENT DISTRICT
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WYOMING
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PIKE
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	SOUTHWESTERN PENNSYLVANIA REGIONAL PLANNING COMMISSION William Froehlich, Executive Director

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INTRODUCTION

Volume Three of Economic Development Through Innovation: A Development Plan has been designed to summarize information and plans designed at the substate level throughout the Commonwealth, including the three-quarters of the State located within Appalachia.

The information provided focuses on the unique development needs and potentials of Pennsylvania viewed from a regional or "areawide" planning and development perspective. The information in this Volume is organized according to Pennsylvania's ten (multi-county) Uniform Regions, so designated by the Governor in 1972. The narrative for each region is designed to cover two general areas of information: a summary of a multi-county economic development plan for that region and brief descriptions of potential new Development Opportunities identified in that region in conjunction with the Commonwealth's ongoing Development Opportunities Program.

The seven regions in the Appalachian portion of the State have prepared a special type of multi-county plan under the Areawide Action Program (AAP) concept developed by the Appalachian Regional Commission. The AAP concept is especially useful in helping to implement the overall State strategy discussed in Chapter I,

Volume One of the Plan because it requires that Development Opportunities be identified as an explicit step in the process of effectively planning and programming economic development investments on an areawide basis. The plans have also helped to meet the Commonwealth goal to provide an effective administrative system. Specifically, they contain multi-year and one-year priority funding schedules, have encouraged consolidated investment programs and related areawide comprehensive planning to funding. The Local Development Districts need to continue to direct attention to these areas because, while considerable progress has been made, deficiencies remain. Some of the AAP documents still exhibit weak links between the planning and the funding, and will be directed to address this item during the coming year.

At the same time, the State will intensify its efforts to coordinate requirements with other state and federal agencies in order to help eliminate the duplication of effort now imposed on the Districts.

In other areas, there are no major conflicts between the State Development Plan and the Regional Plans. Individual plans vary between each other and with the State Plan in focus and emphasis. For example, human resource needs and objectives are much more explicitly reviewed in some documents than others. Generally the area of child development is given little or no attention. The information provided for each region also supports the analysis in the State Plan as well as some of the goals and objectives expressed there.

The summaries included in this volume provide only an overview of these documents. Greater detail or specific information is available in the full document. Subsequent updates of this Volume will include summaries of similar documents for the remaining three regions.

These summaries provide a backdrop for the second component of the narrative for each region—the summary of the Development Opportunities. Individual Development Opportunities represent packages of closely related projects and other actions designed to capitalize on a newly discovered potential for area economic growth. They are also often part of a comprehensive locally-developed strategy to effectuate more balanced areawide development patterns.

Development Opportunities endorsed by the Governor receive special assistance from a wide range of existing State and Federal programs whose resources can be effectively mobilized to attain the mutually-desired development objectives. Under the Development Opportunities Program the Governor's Office acts as the central coordinating point in this process. The commitments of the various agencies are organized and made explicit via a cooperatively-developed Management Plan for each Development Opportunity which receives the Governor's endorsement. Proposals submitted to the Commonwealth but not specially endorsed by the Governor may still receive limited assistance from Commonwealth or federal agencies especially interested in helping to resolve some of the special problems discussed in the proposals. Two tables have been included

to provide an overview of the proposals submitted throughout the Commonwealth. The first table provides a listing of all of the identified Development Opportunities along with the status of State review. The second table identifies the agencies at all levels of government which are involved with each Development Opportunity.

It is important to stress that the narratives included herein greatly condense a large amount of valuable information which is pre-organized and readily available. Organizations which may be interested in working with the Governor, the regional agencies, and the local communities and groups on specific Development Opportunity projects can receive a large amount of additional information through the Governor's Office.

Volume Three of the Plan will be updated annually at the outset of the Commonwealth's new fiscal year. It will be provided to all state and federal departments and agencies who play a major role in economic development matters within the State. This new Volume should be of interest to a wide range of existing federal and state agencies involved in planning and development activities. It is especially important as a supplement to the Pennsylvania development planning efforts which are federally subsidized by the Appalachian Regional Commission (ARC), the Economic Development Administration (EDA), the Department of Housing and Urban Development (HUD), the Farmers' Home Administration(FmHA), and the Environmental Protection Agency (EPA).

This Volume is an invitation to communities and organizations to join the Governor in partnerships to realize specific new opportunities for development which will be soundly planned. If these partnerships are forward-looking and they are undertaken with a strong spirit of innovation and cooperation, they should not only promote sound management of the Commonwealth's resources but also strengthen the foundations of the Commonwealth's economic future.

TABLE VIII-1

COMMONWEALTH DEVELOPMENT OPPORTUNITIES

SUBMITTED FY 78/79

Uniform Region 1: Delaware Valley Region

Pottstown Borough Development Opportunity: A Strategy for Economic Recovery Following the Loss of a Major Employer

City of Philadelphia Revitalization: Implementation of Parts of an Urban Revitalization Strategy Based on EDA's Comprehensive Economic Development Strategy (CEDS) Approach

Uniform Region 2: Lehigh Valley Region

City of Reading Development Opportunity: Economic Revitalization of the City of Reading Utilizing Surplus Railroad Property

Uniform Region 3: Northeast Region

An Energy Hub for the Northeastern U.S.

New Potentials for Recycling Anthracite Mine Waste Lands

Improvement of Vital Transportation Facilities in Northeastern Pennsylvania

Montage - A Civic Arena, Multi-Season Tourist/Recreation Complex in the Scranton Area
Strengthening the Northeast Region's Major Manufacturing Sector (Apparel)

Northeastern PA (SMSA) Industrial Corridor Revitalization: Implementation of Parts of a Multi-County Urban Development Strategy

Multi-County Program to Expand Low and Moderate Income Housing in Northeast Pennsylvania

Schuylkill Industrial/Commercial Service Center

Hazleton Development Opportunity: Downtown Revitalization Building on Area Industrial Development Efforts

Uniform Region 4: Northern Tier Region

Development of Major Regional Industrial Sites from Large Tracts of Surplus Railroad Property in the Northern Tier Region

Development of a Regional Tourist/Recreation Area Following Construction of a Major Corps of Engineers Project (Cowanesque Dam)

Program to Develop the Wood-Products Manufacturing Sector of a Regional Economy: Northern Tier Region

Uniform Region 5: Susquehanna Region

Increased Utilization of Regional Coal Resources: Strategy Development

Columbia County Intermodal Transportation Center

Accelerated Multi-County Recreational and Travel Development Program in the Susquehanna Region

Timber Industry Revitalization in the Susquehanna Region

Uniform Region 6: Capitol Region

Development of the Harrisburg International Airport as a Resource for the Export of Regional Goods and Services

Utilization of the Downtown Renaissance Programs Which Are Now Underway in the Cities of Harrisburg and Lancaster as Catalysts for the Stimulation of Other Revitalization and Development

Uniform Region 7: Southern Alleghenies Region

Lake Raystown Area Development Following Construction of a Major Corps of Engineers Project

Comprehensive Economic Development Strategy to Recover from the Johnstown Flood

Altoona (SMSA) Industrial Corridor Development Strategy

Uniform Region 8: North Central Region

Implementation of an Accelerated Growth Area Strategy for Elk County

Increasing Regional Economic Advantage through Areawide Health Systems Improvement in the North Central Region

A Multi-County Program for Energy Resource Development in the North Central Region

Uniform Region 9: Northwest Region

A Major New Regional Industry: Potential New U.S. Steel Plant in Northwestern Pennsylvania

Port of Erie Development Program

A Major New Regional Industry: Potential New Miller Brewing Plant Facility in Northwestern Pennsylvania

Comprehensively Planned Development of New Interstate Highway Interchanges in the Northwest Region

Uniform Region 10: Southwest Region

A Major New Regional Industry: Volkswagen at New Stanton, Westmoreland County

Greene County Energy Development Opportunity: A Large-Scale, Comprehensive Energy Development Program in Southwestern PA

Pittsburgh Area Revitalization: Implementation of Parts of an Urban Revitalization Strategy Focused on the City of Pittsburgh

Laurel Highlands Recreation - Industrial Development Program

Statewide/Multi-Regional:

Clinton County Labor-Management Committee Development Opportunity: An Innovative and Effective Approach for Improving Labor-Management Relations in Pennsylvania

PennTAP Development Opportunity: Creation of an "EDA University Center" in Pennsylvania

TABLE VIII-2

POTENTIAL COMMONWEALTH DEVELOPMENT OPPORTUNITIES IDENTIFIED FY 78-79: STATUS OF STATE REVIEW

The following table lists and provides the status of potential Commonwealth Development Opportunities identified in 1978. These Development Opportunities have been identified in either multi-county regional plans or in formal proposals submitted to the Governor's Office. The final step in the State review process is the preparation of a special Management Plan for the endorsement of the Governor which provides the common base for joint interagency action.

POTENTIAL COMMONWEALTH DEVELOPMENT OPPORTUNITIES
IDENTIFIED FY 78 - 79;
STATUS OF STATE REVIEW

	IDENTIFIED IN A REGIONAL PLAN/AAP	PROPOSAL RECEIVED BY GOVERNOR'S OFFICE	STATUS OF GOVERNOR'S REVIEW
Uniform Region 1: Delaware Valley Region			
Pottstown Borough Development Opportunity: A Strategy for Economic Recovery Following the Loss of a Major Employer	(COUNTY OEDP)[1]	YES	MANAGEMENT PLAN PREPARED BUT NOT YET ENDORSED BY GOVERNOR
City of Philadelphia Revitalization: Implementation of Parts of an Urban Revitalization Strategy Based on EDA's Comprehensive Economic Development Strategy (CEDS) Approach	(PRELIMINARY CEDS)[2]	YES	PENDING, AGENCY REVIEWS UNDERWAY
Uniform Region 2: Lehigh Valley Region			
City of Reading Development Opportunity: Economic Revitalization of the City of Reading Utilizing Surplus Railroad Property	(COUNTY OEDP)[1]	YES	MANAGEMENT PLAN PREPARED. ENDORSED BY THE GOVERNOR
Uniform Region 3: Northeast Region			
An Energy Hub for the Northeastern U.S.	YES	YES	PENDING, INTERAGENCY MEETINGS BEGUN
New Potentials for Recycling Anthracite Mine Waste Lands	YES	YES	PENDING, INITIAL REVIEW UNDERWAY
Improvement of Vital Transportation Facilities in Northeastern PA	YES	YES	PENDING, INITIAL REVIEW UNDERWAY
Montage - A Civic Arena, Multi-Season Tourist/Recreation Complex in the Scranton Area	YES	YES	PENDING, INTERAGENCY MEETINGS BEGUN
Strengthening the Northeast Region's Major Manufacturing Sector (Apparel)	YES	YES	PENDING, INITIAL REVIEW UNDERWAY
Northeastern PA (SMSA) Industrial Corridor Revitalization: Implementation of Parts of a Multi-County Urban Development Strategy	YES	YES	PENDING, INITIAL REVIEW UNDERWAY

	IDENTIFIED IN A REGIONAL PLAN/AAP	PROPOSAL RECEIVED BY GOVERNOR'S OFFICE	STATUS OF GOVERNOR'S REVIEW
Multi-County Program to Expand Low and Moderate Income Housing in Northeast Pennsylvania	YES	PARTIAL	RETURNED FOR FURTHER DEVELOPMENT
Schuylkill Industrial/Commercial Service Center	YES	YES	PENDING, INTERAGENCY MEETINGS BEGUN
Hazleton Development Opportunity: Downtown Revitalization Building on Area Industrial Development Efforts	NO	PARTIAL	RETURNED FOR FURTHER DEVELOPMENT
Uniform Region 4: Northern Tier Region			
Development of Major Regional Industrial Sites from Large Tracts of Surplus Railroad Property in the Northern Tier Region	YES	NO	AWAITING PROPOSAL
Development of a Regional Tourist/Recreation Area Following Construction of a Major Corps of Engineers Project (Cowanesque Dam)	YES	NO	AWAITING PROPOSAL
Program to Develop the Wood-Products Manufacturing Sector of a Regional Economy: Northern Tier Region	YES	NO	AWAITING PROPOSAL
Uniform Region 5: Susquehanna Region			
Increased Utilization of Regional Coal Resources: Strategy Development	YES	NO	AWAITING PROPOSAL
Columbia County Intermodal Transportation Center	YES	NO	AWAITING PROPOSAL
Accelerated Multi-County Recreational and Travel Development Program in the Susquehanna Region	YES	NO	AWAITING PROPOSAL
Timber Industry Revitalization in the Susquehanna Region	NO	PARTIAL	HELD IN ABEYANCE BY THE REGIONAL AGENCY

	IDENTIFIED IN A REGIONAL PLAN/AAP	PROPOSAL RECEIVED BY GOVERNOR'S OFFICE	STATUS OF GOVERNOR'S REVIEW
Uniform Region 6: Capitol Region			
Development of the Harrisburg International Airport as a Resource for the Export of Regional Goods and Services	(DISTRICT OEDP)[3]	YES	BEING HANDLED SEPARATELY AS GOVERNOR'S OFFICE SPECIAL PROJECT
Utilization of the Downtown Renaissance Programs Which Are Now Underway in the Cities of Harrisburg and Lancaster as Catalysts for the Stimulation of Other Revitalization and Development	(DISTRICT OEDP)[3]	NO	AWAITING PROPOSAL
Uniform Region 7: Southern Alleghenies Region			
Lake Raystown Area Development Following Construction of a Major Corps of Engineers Project	YES	PARTIAL	PENDING, INITIAL REVIEW UNDERWAY
Comprehensive Economic Development Strategy to Recover from the Johnstown Flood	YES	YES	PENDING
Altoona (SMSA) Industrial Corridor Development Strategy	YES	PARTIAL	RETURNED FOR FURTHER DEVELOPMENT
Uniform Region 8: North Central Region			
Implementation of an Accelerated Growth Area Strategy for Elk County	YES	YES	PRELIMINARY ENDORSEMENT, PROPOSAL BEING UPDATED
Increasing Regional Economic Advantage through Areawide Health Systems Improvement in the North Central Region	YES	YES	PENDING, INITIAL REVIEW UNDERWAY
A Multi-County Program for Energy Resource Development in the North Central Region	YES	YES	PENDING, INITIAL REVIEW UNDERWAY

	IDENTIFIED IN A REGIONAL PLAN/AAP	PROPOSAL RECEIVED BY GOVERNOR'S OFFICE	STATUS OF GOVERNOR'S REVIEW
Uniform Region 9: Northwest Region			
A Major New Regional Industry: Potential New U.S. Steel Plant in Northwestern Pennsylvania	YES	YES	BEING HANDLED SEPARATELY AS GOVERNOR'S OFFICE SPECIAL PROJECT
Port of Erie Development Program	YES	NO	AWAITING PROPOSAL
A Major New Regional Industry: Potential New Miller Brewing Plant Facility in Northwestern Pennsylvania	YES	NO	AWAITING PROPOSAL
Comprehensively Planned Development of New Interstate Highway Interchanges in the Northwest Region	YES	NO	AWAITING PROPOSAL
Uniform Region 10: Southwest Region			
A Major New Regional Industry: Volkswagen at New Stanton, Westmoreland County	YES	YES	ENDORSED BY GOVERNOR, IMPLEMENTATION UNDERWAY
Greene County Energy Development Opportunity: A Large-Scale, Comprehensive Energy Development Program in Southwestern PA	YES	YES	PRELIMINARY MANAGEMENT PLAN ENDORSED BY THE GOVERNOR
Pittsburgh Area Revitalization: Implementation of Parts of an Urban Revitalization Strategy Focused on the City of Pittsburgh	YES	NO	AWAITING PROPOSAL
Laurel Highlands Recreation - Industrial Development Program	YES	NO	AWAITING PROPOSAL
Statewide/Multi-Regional:			
Clinton County Labor-Management Committee Development Opportunity: An Innovative and Effective Approach for Improving Labor-Management Relations in Pennsylvania	YES	YES	PRELIMINARY MANAGEMENT PLAN ENDORSED BY GOVERNOR

	IDENTIFIED IN A REGIONAL PLAN/AAP	PROPOSAL RECEIVED BY GOVERNOR'S OFFICE	STATUS OF GOVERNOR'S REVIEW
PennTAP Development Opportunity: Creation of an "EDA University Center" in Pennsylvania	YES	YES	PRELIMINARY MANAGEMENT PLAN ENDORSED BY GOVERNOR

NOTES:

1 An "OEDP" is an Overall Economic Development Program required in order to receive project funding from the Economic Development Administration (EDA), U.S. Department of Commerce.

2 A CEDS is a Comprehensive Economic Development Strategy prepared by certain demonstration cities for special EDA assistance.

3 A District OEDP is a multi-county OEDP.

TABLE VIII-3

AGENCY PROGRAMMING IN SUPPORT OF DEVELOPMENT OPPORTUNITIES, FY 78-79

The following table provides a preliminary summary of all the federal, State, Regional and Local agency assistance being programmed in support of potential Development Opportunities identified to date. Only assistance in the form of an approved or pending project application, or a significant amount of staff support is indicated.

AGENCY PROGRAMMING OF ASSISTANCE IN SUPPORT
OF DEVELOPMENT OPPORTUNITIES, FY 78-79

	AGENCY PARTICIPATION													
	FEDERAL										STATE		SUBSTATE	
	ARC	DOA	DOC	DOE	DOL	DOT	FRC	HEW	HUD	OTHER	BAD	OTHER	REGIONAL	LOCAL
Uniform Region 1: Delaware Valley Region														
Pottstown Borough Development Opportunity: A Strategy for Economic Recovery Following the Loss of a Major Employer												PennDot DCA, GO		*
City of Philadelphia Revitalization: Implementation of Parts of an Urban Revitalization Strategy Based on EDA's Comprehensive Economic Development Strategy (CEDS) Approach							*					GO		*
Uniform Region 2: Lehigh Valley Region														
City Of Reading Development Opportunity: Economic Revitalization of the City of Reading Utilizing Surplus Railroad Property			*			*			*			GO, DCA PennDot		*
Uniform Region 3: Northeast Region														
An Energy Hub for the Northeastern U.S.				*								GO, DCA PennDot		*
New Potentials for Recycling Anthracite Mine Waste Lands													*	*
Improvement of Vital Transportation Facilities in Northeastern Pennsylvania	*		*		*						*	GO	*	*
Montage - A Civic Arena, Multi-Season Tourist/ Recreation Complex in the Scranton Area	*										*	GO	*	*
Strengthening the Northeast Region's Major Manufacturing Sector (Apparel)													*	*

	AGENCY PARTICIPATION													
	FEDERAL										STATE		SUBSTATE	
	ARC	DOA	DOC	DOE	DOL	DOT	FRC	HEW	HUD	OTHER	BAD	OTHER	REGIONAL	LOCAL
Northeastern PA (SMSA) Industrial Corridor Revitalization: Implementation of Parts of a Multi-County Urban Development Strategy	*		*		*						*		*	*
Multi-County Program to Expand Low and Moderate Income Housing in Northeast Pennsylvania													*	*
Schuylkill Industrial/Commercial Service Center	*										*		*	*
Hazleton Development Opportunity: Downtown Revitalization Building on Area Industrial Development Efforts														*
Uniform Region 4: Northern Tier Region														
Development of Major Regional Industrial Sites from Large Tracts of Surplus Railroad Property in the Northern Tier Region	*										*		*	*
Development of a Regional Tourist/Recreation Area Following Construction of a Major Corps of Engineers Project (Cowanesque Dam)	*										*		*	*
Program to Develop the Wood-Products Manufacturing Sector of a Regional Economy: Northern Tier Region													*	*
Uniform Region 5: Susquehanna Region														
Increased Utilization of Regional Coal Resources: Strategy Development	*										*		*	*
Columbia County Intermodal Transportation Center									*				*	*
Accelerated Multi-County Recreational and Travel Development Program in the Susquehanna Region													*	*
Timber Industry Revitalization in the Susquehanna Region														

AGENCY PARTICIPATION

	FEDERAL										STATE		SUBSTATE	
	ARC	DOA	DOC	DOE	DOL	DOT	FRC	HEW	HUD	OTHER	BAD	OTHER	REGIONAL	LOCAL
Uniform Region 6: Capitol Region														
Development of the Harrisburg International Airport as a Resource for the Export of Regional Goods and Services												EO PennDot	*	*
Utilization of the Downtown Renaissance Programs Which Are Now Underway in the Cities of Harrisburg and Lancaster as Catalysts for the Stimulation of Other Revitalization and Development													*	*
Uniform Region 7: Southern Alleghenies Region														
Lake Raystown Area Development Following Construction of a Major Corps of Engineers Project													*	*
Comprehensive Economic Development Strategy to Recover from the Johnstown Flood	*		*				*		*		*	Commerce GO, DCA	*	*
Altoona (SMSA) Industrial Corridor Development Strategy													*	*
Uniform Region 8: North Central Region														
Implementation of an Accelerated Growth Area Strategy for Elk County	*										*		*	*
Increasing Regional Economic Advantage through Areawide Health Systems Improvement in the North Central Region	*							*			*	Health	*	*
A Multi-County Program for Energy Resource Development in the North Central Region	*			*							*		*	*

	AGENCY PARTICIPATION													
	FEDERAL										STATE		SUBSTATE	
	ARC	DOA	DOC	DOE	DOL	DOT	FRC	HEW	HUD	OTHER	BAD	OTHER	REGIONAL	LOCAL
Uniform Region 9: Northwest Region														
A Major New Regional Industry: Potential New U.S. Steel Plant in Northwestern Pennsylvania	*		*								*	Commerce GO,DCA	*	*
Port of Erie Development Program													*	*
A Major New Regional Industry: Potential New Miller Brewing Plant Facility in Northwestern Pennsylvania														*
Comprehensively Planned Development of New Interstate Highway Interchanges in the Northwest Region	*										*	DCA	*	*
Uniform Region 10: Southwest Region														
A Major New Regional Industry: Volkswagen at New Stanton, Westmoreland County	*										*		*	*
Greene County Energy Development Opportunity: A large-Scale, Comprehensive Energy Development Program in Southwestern PA	*		*								*	GO,DER	*	*
Pittsburgh Area Revitalization: Implementation of Parts of an Urban Revitalization Strategy Focused on the City of Pittsburgh	*		*								*		*	*
Laurel Highlands Recreation - Industrial Development Program													*	*

AGENCY PARTICIPATION

	FEDERAL										STATE		SUBSTATE	
	ARC	DOA	DOC	DOE	DOL	DOT	FRC	HEW	HUD	OTHER	BAD	OTHER	REGIONAL	LOCAL
Statewide/Multi-Regional:														
Clinton County Labor-Management Committee Development Opportunity: An Innovative and Effective Approach for Improving Labor-Management Relations in Pennsylvania	*										*		*	*
PennTAP Development Opportunity: Creation of an "EDA University Center" in Pennsylvania			*									GO		*

KEY TO FEDERAL AND STATE AGENCY ABBREVIATIONS:

Federal

ARC - Appalachian Regional Commission
DOA - Department of Agriculture
DOC - Department of Commerce
DOE - Department of Energy
DOL - Department of Labor
DOT - Department of Transportation
FRC - Federal Regional Council
HEW - Department of Health, Education and Welfare
HUD - Department of Housing and Urban Development

State

BAD - Bureau of Appalachian Development
COMMERCE - Department of Commerce
DCA - Department of Community Affairs
DER - Department of Environmental Resources
DOL - Department of Labor
GEC - Governor's Energy Council
GO - Governor's Office
PennDOT - Pennsylvania Department of Transportation

TABLE VIII-4

PROJECTS IN ARC FY 79 INVESTMENT PLAN WHICH ARE RELATED TO PROPOSED DEVELOPMENT OPPORTUNITIES

The following table indicates, by title, projects submitted to the Appalachian Regional Commission which are related to identified Commonwealth Development Opportunities. These projects have been included in the Annual Investment Plan prepared by the Bureau of Appalachian Development in cooperation with the ARC multi-county Local Development Districts in the Commonwealth.

PROJECTS IN ARC FY 79 INVESTMENT PLAN
WHICH ARE RELATED TO PROPOSED
DEVELOPMENT OPPORTUNITIES

DEVELOPMENT OPPORTUNITY	NAME OF RELATED FY 79 ARC PROJECTS	ARC ANNUAL INVESTMENT PLAN (PAGE)
Uniform Region 1: Delaware Valley Region		
Pottstown Borough Development Opportunity: A Strategy for Economic Recovery Following the Loss of a Major Employer	REGION NOT IN APPALACHIAN AND THUS NOT ELIGIBLE FOR ARC PROJECTS	
City of Philadelphia Revitalization: Implementation of Parts of an Urban Revitalization Strategy Based on EDA's Comprehensive Economic Development Strategy (CEDS) Approach		
Uniform Region 2: Lehigh Valley Region		
City of Reading Development Opportunity: Economic Revitalization of the City of Reading Utilizing Surplus Railroad Property	REGION NOT IN APPALACHIA AND THUS NOT ELIGIBLE FOR ARC PROJECTS	
Uniform Region 3: Northeast Region		
An Energy Hub for the Northeastern U.S.		
New Potentials for Recycling Anthracite Mine Waste Lands		
Improvement of Vital Transportation Facilities in Northeastern Pennsylvania	·Eastern Distribution Center Site Clearance Project	P. 66
Montage - A Civic Arena, Multi-Season Tourist/Recreation Complex in the Scranton Area	·Montage project (phase II)	P. 351
Strengthening the Northeast Region's Major Manufacturing Sector (Apparel)		

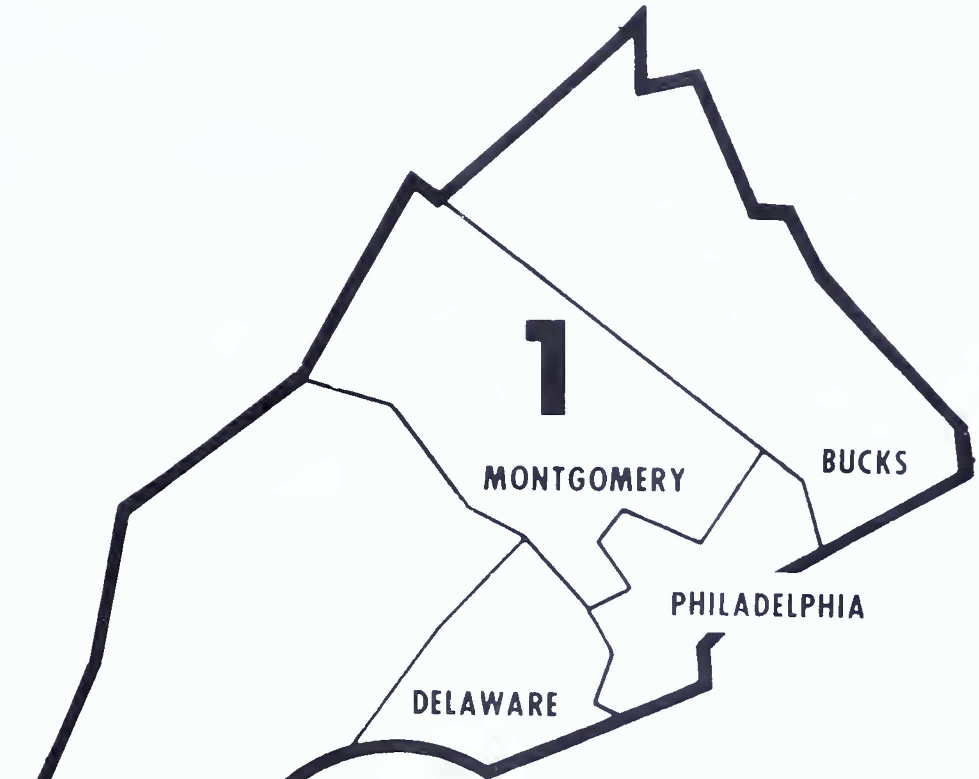
DEVELOPMENT OPPORTUNITY	NAME OF RELATED FY 79 ARC PROJECTS	ARC ANNUAL INVESTMENT PLAN (PAGE)
Northeastern PA (SMSA) Industrial Corridor Revitalization: Implementation of Parts of a Multi-County Urban Development Strategy	·Eastern Distribution Center Site Clearance Project ·Wilkes-Barre/Scranton International Airport Runway Extension	P. 66 P. 290
Multi-County Program to Expand Low and Moderate Income Housing in Northeast Pennsylvania		
Schuylkill Industrial/Commercial Service Center	·Frackville Interchange Development	P. 343
Hazleton Development Opportunity: Downtown Revitalization Building on Area Industrial Development Efforts		
Uniform Region 4: Northern Tier Region		
Development of Major Regional Industrial Sites from Large Tracts of Surplus Railroad Property in the Northern Tier Region	·Sayre Shops Access Road	P. 4
Development of a Regional Tourist/Recreation Area Following Construction of a Major Corps of Engineers Project (Cowanesque Dam)	·Cowanesque Dam Access Road	P. 1
Program to Develop the Wood-Products Manufacturing Sector of a Regional Economy: Northern Tier Region		
Uniform Region 5: Susquehanna Region		
Increased Utilization of Regional Coal Resources: Strategy Development	·Anthracite Culm Combustion Boiler/Heater Unit ·Coal Development Analysis for the SEDA-COG Region	P. 129 P. 148
Columbia County Intermodal Transportation Center		
Accelerated Multi-County Recreational and Travel Development Program in the Susquehanna Region		

DEVELOPMENT OPPORTUNITY	NAME OF RELATED FY 79 ARC PROJECTS	ARC ANNUAL INVESTMENT PLAN (PAGE)
Timber Industry Revitalization in the Susquehanna Region		
Uniform Region 6: Capitol Region		
Development of the Harrisburg International Airport as a Resource for the Export of Regional Goods and Services		
Utilization of the Downtown Renaissance Programs Which Are Now Underway in the Cities of Harrisburg and Lancaster as Catalysts for the Stimulation of Other Revitalization and Development	REGION NOT IN APPALACHIA AND THUS NOT ELIGIBLE FOR ARC PROJECTS	
Uniform Region 7: Southern Alleghenies Region		
Lake Raystown Area Development Following Construction of Major Corps of Engineers Project	·Planning and Research for Economic Development in the Lake Raystown Counties	P. 27
Comprehensive Economic Development Strategy to Recover from the Johnstown Flood	·Quemahoning Industrial Site Preparation Somerset County, PA ·Johnstown Urban Development - Flood Recovery Lee/Sheraton component ·Woodvale Industrial Site Expansion	P. 86 P. 285 P. 357
Altoona (SMSA) Industrial Corridor Development Strategy		
Uniform Region 8: North Central Region		
Implementation of an Accelerated Growth Area Strategy for Elk County	·Labor/Management Assistance Program Elk, County, PA ·Elcam Vocational Rehabilitation Center - Overrun Elk County ·Fox Township Sewage Elk County	P. 322 P. 175 P. 336
Increasing Regional Economic Advantage through Areawide Health Systems Improvement in the North Central Region	·North Central Pennsylvania Regional Emergency Medical Services Communications System	P. 82 (Vol. II)

DEVELOPMENT OPPORTUNITY	NAME OF RELATED FY 79 ARC PROJECTS	ARC ANNUAL INVESTMENT PLAN (PAGE)
A Multi-County Program for Energy Resource Development in the North Central Region	·Bradford McKean County Energy Development Opportunity Project	P. 134
Uniform Region 9: Northwest Region		
A Major New Regional Industry: Potential New U.S. Steel Plant in Northwestern Pennsylvania	·Albion Borough Sewer Project Erie County ·Second Phase - U.S. Steel Growth and Management Planning Program	P. 219 P. 332
Port of Erie Development Program		
A Major New Regional Industry: Potential New Miller Brewing Plant Facility in Northwestern PA		
Comprehensively Planned Development of New Interstate Highway Interchanges in the Northwest Region	·Saegerstown Sewage Treatment and Collection Facilities	P. 257
Uniform Region 10: Southwest Region		
A Major New Regional Industry: Volkswagen at New Stanton, Westmoreland County	·Interstate 90 Interchange Study for the East Springfield, West Springfield, and Girard Areas of Erie County, PA ·Parks Township Sewer System Armstrong County	P. 17 P. 253
Greene County Energy Development Opportunity: A Large-Scale, Comprehensive Energy Development Porgram in Southwestern PA	·Greene County Mining Impact Study - Action Phase ·East Dunkard Water Treatment Plant Expansion and Line Extension	P. 143 P. 298
Pittsburgh Area Revitalization: Implementation of Parts of an Urban Revitalization Strategy Focused on the City of Pittsburgh	·Herr's Island Industrial Park	P. 76
Laurel Highlands Recreation - Industrial Development Program		

DEVELOPMENT OPPORTUNITY	NAME OF RELATED FY 79 ARC PROJECTS	ARC ANNUAL INVESTMENT PLAN (PAGE)
Statewide/Multi-Regional:		
Clinton County Labor-Management Committee Development Opportunity: An Innovative and Effective Approach for Improving Labor-Management Relations in PA	•Labor/Management Assistance Program Elk County, Pennsylvania	P. 322
PennTAP Development Opportunity: Creation of an "EDA University Center" in Pennsylvania		

Delaware Valley Region



DEVELOPMENT OPPORTUNITY #1

POTTSTOWN BOROUGH DEVELOPMENT OPPORTUNITY: A STRATEGY FOR ECONOMIC RECOVERY FOLLOWING THE LOSS OF A MAJOR EMPLOYER

The Borough of Pottstown has designed an economic development and urban revitalization program which has special significance because of the recent clsoing of a Bethlehem Steel fabrication plant, which resulted in the loss of 1,200 jobs. Borough officials emphasize that closing of the facility is but one more symptom of economic distress and of the general decline which has beset the local economy. Pottstown's strategy for economic recovery consists of the following long-term objectives:

- Re-establish the former 100-acre Bethlehem Steel site as a viable investment and employer, and successfully develop and market other area industrial sites. Expecially important is the resolution of several sewer and water system problems.
- Complete Schuylkill Expressway Extension to provide for better access to Philadelphia and other major east coast cities.
- Provide unified leadership in the private sector through a revitalized Chamber of Commerce and the Pottstown Area Industrial Development Corporation.
- Reduce flood hazard in the Borough and develop recreation opportunities along Schuylkill River.
- Revitalize central business district. Related projects are completion of 3.3 acres of a large urban renewal project and the construction of a new armory for the National Guard.
- Extension of the Industrial Highway and extension of a major arterial road in the downtown area (Wilson Street).
- Implementation of Airport Master Plan Study.
- Preservation and restoration of historic buildings.
- Provision of housing for elderly called for in the Community Housing Assistance Plan.

In the near term, the Borough is primarily seeking State assistance in the pursuit of the first four objectives. However, both State and Federal assistance would eventually be required to achieve all the objectives.

Full implementation of the economic recovery strategy is expected to give rise to at least 1,000 new jobs and assist in retaining existing jobs. At least 500

jobs alone are expected from recycling the Old Bethlehem Steel site and 300 more from use of other industrial park properties
Indirect employment resulting from the attraction of new firms is estimated at more than 500 jobs. Construction activity is expected to create another 100 jobs for a minimum of 18 months.

Income generated from the additional jobs is substantial. Payroll and earnings is estimated to contribute an estimated $15 million to the local economy each year. The impact on the community tax base is expected to produce an increase in assessed valuation of $2 million, with the base climbing from $37 million (1978) to $39 - $40 million. As a result of this renewed economic activity, Pottstown expects to reverse its population decline and grow to a level of 30,000 persons. It is estimated that full implementation of the development opportunity program will require little or no new State expenditures. Some Federal funding assistance will be required, primarily EDA, DOT, and HUD.

A preliminary Management Plan includes a suggested near-term program of work for Commonwealth agencies that should be involved in the Pottstown development opportunity program. Assistance is primarily required from the State Departments of Transportation, Environmental Resources, and Community Affairs. Much of the technical assistance required in the near-term could be privided through the Department of Community Affairs' new Community Development Technical Assistance Program (CDTA)

Potential Investments

**Schuylkill Expressway Extension

Total Project Cost: $46,300,000

Federal Share

(70%)	$32,410,000	Federal Highway Administration Program 20.205, Highway Research, Planning and Construction.
(30%)	$13,890,000	Local share as alternative to Penn DOT Funding

Sub-project Name	Est. Cost	Status	Est. Start/Com.
Section 2A	$19.8 M	final design	1979/1980
Section 3	$14.5 M	" "	1980/1981
Section 6	$12.0 M	" "	1980/1983

**Industrial Development Support

Total Project Cost: No good estimate yet available. Perhaps $.5 to $2 million.

Federal Share

(100%)	HUD-Community Development Block Grants
(10-20%)	HUD-Urban Development Action Grants
(50-70%)	EDA-11.301 and 11.307 Public Works Grants
	FmHa-10.422 Business and Industrial Grants and Loans

State Share

Supplementary to basic federal grants	Commerce-303.1 Site Development Grants
Varies	PIDA-Loans
Supplementary to basic federal grant	Commerce-302.1 Community Facilities grant

**Schuylkill River Flood Control and Recreation Improvements

Total Project Cost: $3,000,000

Federal Share

(75%)	$2,250,000	Special legislation

State Share

(12½%)	$ 375,000	Pennsylvania Department of Environmental Resources

Local Share

(12½%)	$ 187,500	Borough of Pottstown - general fund taxation
	$ 187,500	Township of North Coventry

**CBD Revitalization

Total Project Cost: $8.6 million

Federal Share

(13%)	$1,250,000	Economic Development Administration Program 11,300, Grants and Loan for Public Works Facilities

(3%)	$ 250,000	Housing and Urban Development Program 14.218, Community Development Block Grant Program

State Share

(10%)	$1,000,000	Pennsylvania Department of Commerce Program 313.1, Site Development Grants

Local Share

(74%)	$7,100,000	Private Investment

**Wilson Street Extension

Total Project Cost: $70,000

Local Share

(100%)	$70,000	General Fund

**Industrial Highway Extension

Total Project Cost: $900,000

Federal Share

(33 1/3%)	$300,000	Federal Highway Administration Program 20.205 Highway Research Planning and Construction or Economic Development Administration Program 11.300 or 11.307 Grants and Loans for Public Works and Development Facilities or Special Economic Development and Adjustment Assistance Program

State Share

(33 1/3%)	$300,000	Pennsylvania Department of Commerce Program 303.1 Site Development Grant

Local Share

(33 1/3%)	$300,000	Pottstown Borough Bond Issue

**Pottstown Municipal Airport Improvements

Total Project Cost: $31,200

Federal Share

(90%)	$28,000	Federal Highway Administration Program 20.103, Airport Planning Grant Program, and 20.102, Airport Development Aid Program

State Share

(5%) $ 1,600 Pennsylvania Department of Transportation

Local Share

(5%) $ 1,600 General Fund Taxation

**Preservation and Restoration of Historic Buildings

Total Project Cost: No good estimate yet available.
Perhaps $200-500,000

Federal Share

(100%) National Park Service-15.912
National Historic Landmark Grants

**Housing For The Elderly

Total Project Cost: $1,000,000

Federal Share

Varies HUD-14.157 Housing for the Elderly and Handicapped
(e.g., Section 202, Section 8, Section 11b)

State Share

Varies DCA and PA Housing Finance Agency -
Redevelopment and Housing- Programs.

Local Share

As needed General fund and CDBG funds

**Sanitary Sewerage System Improvements

Total Project Cost: $1,000,000

Federal Share

(28%) $212,000 (local) Department of Housing and Urban Development
$ 70,000 Program 14.218, Community Development Block Grants/
Entitlement Grants

(62%) $618,000 Economic Development Administration Program
11.300, Grants and Loans for Public Works Facilities

Local Share

(10%) $100,000 Increased sewer rates

**Armory Construction and Land Transfer

Total Project Cost: Specific project cost not provided.

**Water System Improvements

(A) For Industrial Areas

Total Project Cost: $259,566

Federal Share

(75%)	$194,763	EDA 11.300, Grants and Loans for Public Works Facilities

State Share

(25%)	$ 64,803	PA Department of Commerce 303.1 Site Development Grant

(B) For Residential Areas

Total Project Costs: $ not provided

Federal Share

(%)	$	Community Development Block Grants

Local Share

(%)	$	Increased water rates

DELAWARE VALLEY REGION

DEVELOPMENT OPPORTUNITY #2

CITY OF PHILADELPHIA REVITALIZATION: IMPLEMENTATION OF PARTS OF AN URBAN REVITALIZATION STRATEGY BASED ON EDA'S COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CED'S) APPROACH

SUMMARY

A Development Opportunity proposal has been submitted by the Philadelphia Industrial Development Corporation (PIDC). The Development Opportunity proposal as submitted is presently comprised of four projects. The projects and the organizations which developed them are as follows:

Project	Organization Originating
Frankford Arsenal Re-Use	OIC-Progress Council
Speculative Industrial Building Development	Philadelphia Industrial Development Corporation
Ridge Avenue Farmer's Market Redevelopment	Philadelphia Citywide Development Corporation
Woodland Avenue Shopping Center Revitalization	Philadelphia Citywide Development Corporation

Each of the projects is oriented towards a specific development objective such as industry retention, industrial park development, or commercial development. However, they are related to a larger package of investments and other actions which form Philadelphia's Urban Strategy being proposed in conjunction with EDA's new Comprehensive Economic Development (CEDS) program. The full program is described in a 143 page document entitled The City of Philadelphia: An Urban Strategy.

**Frankford Arsenal Re-Use

The Opportunities Industrial Council - Progress Council (OIC-PC) has indicated a desire to participate in the Philadelphia Industrial Development Corporation's re-use plan for Frankford Arsenal.

The role of the OIC-PC is focused on three basic areas:

- Provision of all physical and mechanical maintenance for future occupants of the Frankford Arsenal;

- Operation of an International Educational Services Academy at the Frankford Arsenal; and
- Development of commercial and industrial activities at the Frankford Arsenal to be conducted by OIC-Progress Council.

It is the intent of OIC-PC to not only create new jobs, but to retain the existing 345 man work force presently at the Frankford Arsenal and to recall, where possible, a large percentage of those persons who are unemployed. It is anticipated that approximately 1,500 jobs will be generated through the OIC-PC effort. Seventy (70) percent of these 1,500 jobs will be offered to present and former Arsenal personnel. The remaining thirty (30) percent will be recruited through standard hiring practices.

Prior estimates for contracts with consulting firms for the development of feasibility studies indicated a cost of approximately $900,000. It is the feeling of OIC-PC that if 3 consultants and 1 secretary could be hired for a period of one year at the cost of $145,194, not only would a savings of approximately $754,806 result, but also all of the activities could be developed simultaneously.

In-depth feasibility studies of the listed projects will reveal:

- cost data for individual projects and programs
- project status and or stage of readiness;
- sources of project funds; and
- special problems that need to be resolved to achieve project implementation

**Speculative Industrial Building Development

In response to the strong demand for high-quality modern industrial space for manufacturing in Philadelphia, the Philadelphia Industrial Development Corporation (PIDC) proposes to develop and manage a one-story, 30,000 to 80,000 square foot building on a speculative basis in one or more of the PIDC-developed industrial parks throughout the City.

Several studies are necessary to determine economic feasibility, preliminary site and building design, finak engineering, and market demand. These studies will evaluate three different configuratons for the building, taking into account the various financial and market demand implications involved with each. Three possible sites for the building will be explored, although the most feasible initial location identified for the building is the Philadelphia Interport Complex.

This 650 acre business complex, situated in the southwest section of Philadelphia, is presently occupied by some 35 companies. The park has been planned to maximize its major asset, intermodel transportation access, and to provide integrated distribution and transportation capabilities for local, regional, national and international business. The complex is adjacent to the Philadelphia International Airport and a short distance from the Port of Philadelphia and its modern Packer Marine Terminal for container cargo. The park is served by rail, and a major highway network, including I-95 and the Schuylkill Expressway.

The Interport Industrial Complex has special significance because nearly two-thirds of the park is located within the Eastwick Urban Renewal Area (URA). The Eastwick URA totals some 3,200 acres, making it the largest single renewal area to be undertaken in the country. The Philadelphia Redevelopment Authority began work on the Eastwick URA in 1958, and has already been responsible for development of some 4,000 new housing units and a major commercial center adjacent to the industrial park area. The City's office of Housing and Community Development has recently incorporated Eastwick within the Community Development Block Grant Program (CDBG). Through a Redevelopment Agreement, PIDC has borne responsibility for marketing of the industrial portions of the URA, and with the Redevelopment Authority, has invested over $25 million in public improvements to the park in preparation for active marketing.

Costs for completion of full analysis and construction of an initial, 40,000 square foot building have been estimated as follows:

Basic Engineering Study	5,050
Market and Economic Feasibility Study	15,000
Final Engineering	128,000
Total Development Phase Costs	148,050
Construction	920,000
TOTAL PROJECT COST	$1,068,050

The project development phase is anticipated to require approximately one and one-half to two years from receipt of grant funds to assist the project development phase costs (148,050). The City and the OEDP Committee are negotiating directly with the Federal Economic Development Administration (EDA) for funding of construction costs.

**Ridge Avenue Farmer's Market Redevelopment

The Ridge Avenue Farmer's Market is located at 1828 Ridge Avenue, in North Philadelphia, west of Broad Street. Built in 1875, the Ridge Avenue Farmer's Market is one of the three remaining farmers markets in Philadelphia. The Market is listed in the Historic American Building Survey, making it eligible for the Nationa Register, as well as on the Philadelphia List of Certified Buildings.

From 1875 through 1974, the Ridge Avenue Farmer's Market was used exclusively as a farmer's market, drawing farmers from up to fifty miles away to sell their products. Between 1969 and 1974, the sale of goods other than food products was permitted, and neighborhood residents from within a three-mile radius were drawn to open kiosks and sell convenience items. This combination of food and convenience goods, an expanded selling week, and a racial integration of merchants, represented one of the few urban markets to be established in Philadelphia. The Ridge Avenue

Farmer's Market operated successfully until 1974, when the owner was forced to close it due to personal health problems. PIDC wishes to investigate the feasibility of re-opening the Market.

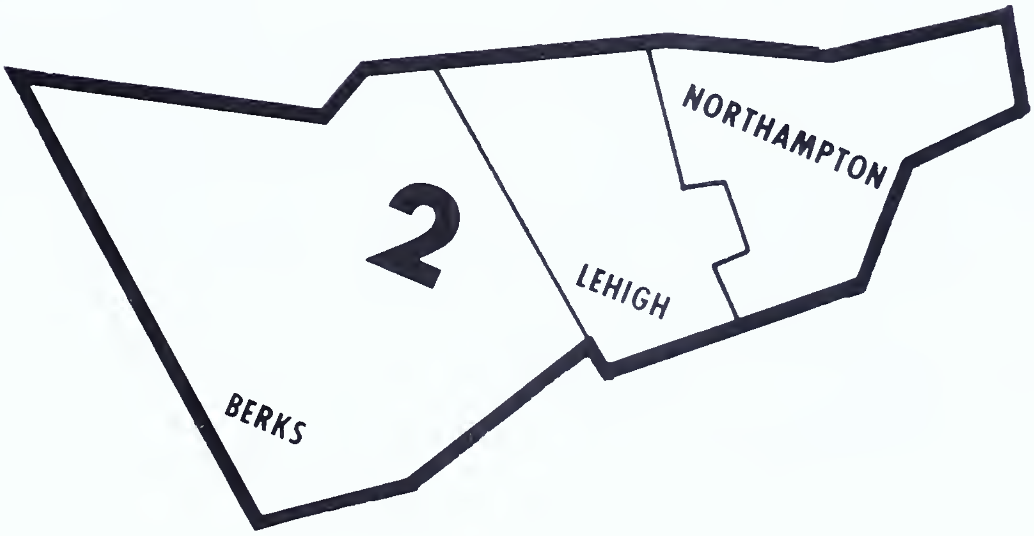
PIDC is requesting Commonwealth assistance in the form of a $10,000 grant to be used for the conducting of a feasibility study to determine what physical renovations might be necessary, and what commercial mix would be appropriate for the Market to re-open. Two months would be required to complete the study, and an additional three months would be needed to secure financing.

**Woodland Avenue Shopping Center Revitalization

In December of 1974, the City of Philadelphia declared the 6000 through the 6500 blocks of Woodland Avenue, located in Southwest Philadelphia, to be a Neighborhood Commercial Revitalization Corridor. Since that time, the City has invested over $900,000 in physical improvements to the six block area, which contains over 150 commercial establishments. PIDC has been closely involved in the Woodland Avenue program, lending various forms of technical assistance including analyses of commercial mix, building vacancies, and land use. During these investigations, it was ascertained that the weakest link in the commercial cooridor is the Woodland Avenue Shopping Center, located on the west side of Woodland Avenue between 60th and 62nd Streets. PIDC wishes to investigate the feasibility of refurbishing this Shopping Center.

PIDC is requesting funding assistance from the Commonwealth in the form of $11,000 to be used to conduct a feasibility study on the refurbishing of the Woodland Avenue Shopping Center. The study, which will include detailed architectural and engineering plans, market analyses, and preliminary financing plans, would take about three months. Another three to six months will be needed to complete financial arrangements, to develop the scope of the contractors responsibilities, and to award the contracts. Construction could begin at this time, assuming that the title has been passed to a new owner.

Lehigh Valley Region



LEHIGH VALLEY REGION

DEVELOPMENT OPPORTUNITY #1

CITY OF READING DEVELOPMENT OPPORTUNITY: ECONOMIC REVITALIZATION OF THE CITY OF READING UTILIZING SURPLUS RAILROAD PROPERTY

This development opportunity involves joint development of underutilized railroad properties by the City of Reading in working partnerships established with the Commonwealth, ConRail, the U.S. Conference of Mayors, and the Economic Development Administration (EDA).

Although centering primarily on railroad land development, Reading's development opportunity strategy is an integral part of a comprehensive plan for urban revitalization. At present, the railroad main line runs through the center of the Reading central business district (CBD), interferring with normal traffic flow, trade, and downtown renewal efforts. A large rail yard occupies more than 250 acres on the northern fringe of the district. With declining rail activity, this yard is utilized to only about one-third of its capacity. Many structures within and alongside the rail yard have become deteriorated, and the yard is now viewed as an obstacle and detriment to the revitalization of the CBD. Other unused trackage occupies the banks of the scenic Schuylkill River which is ideally suited for inner city recreation development.

The City of Reading contends that this land could become a valuable development resource if acquired from ConRail and Reading Estates. Reading suffers from an acute shortage of developable land. Many of Reading's growing industries have had to leave the City in order to find land for expansion in outlying areas. Others have moved out of Pennsylvania altogether. Implementation of the development opportunity would bring about a reversal of this trend in Reading and contribute substantially to urban revitalization.

There are 33 projects which are conceptually linked to this development opportunity. Broad functional areas involved include central business district revitalization, industrial and commercial development, housing, transportation, recreation, neighborhood improvement, and scenic river protection. It is estimated that implementation of this 12-year development program will require a total investment of $80,707,300 (public, $$19,736,300: private, $60,971,000).

The anticipated benefits are considerable. It is estimated that over the 12-year period the program will result in the creation of 11,719 man-years of employment and the generation of at least $125 million of personal income. The total amount of private investment induced by the program is expected to reach $242.1 million. The additional local tax revenues are estimated to reach at least $2,927,000 annually. In the area of housing, the program will result in the construction of 814 new units, and the rehabilitation of 30 units.

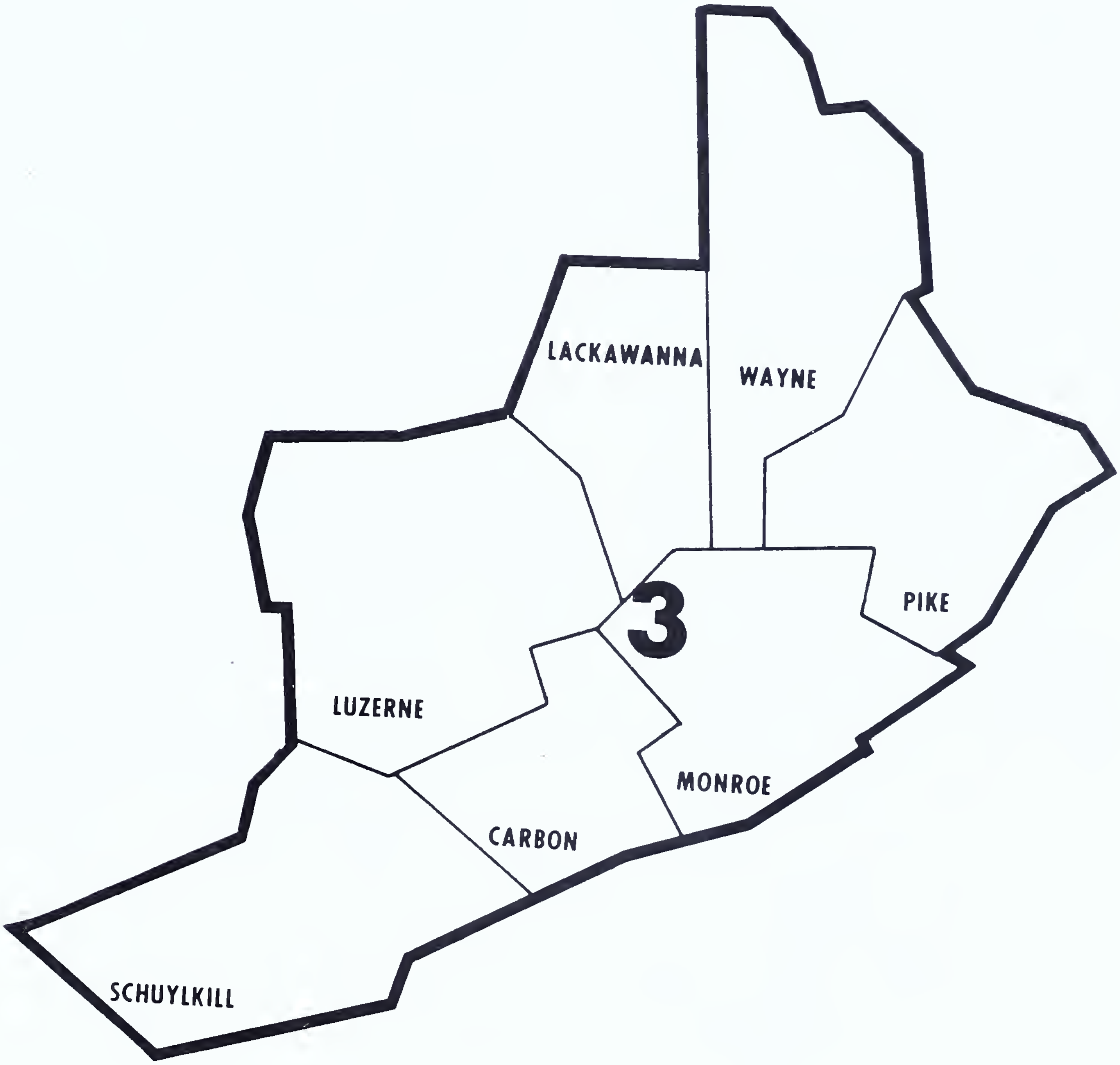
In recent months, groundwork has been laid for top-level negotiations with ConRail and Reading Estates, which are the principal owners of railroad properties in the City. As a result of the development opportunity planning effort, the City of Reading was recently selected by the EDA and the U.S. Conference of Mayors as one of four demonstration cities in the U.S. that have devised workable strategies for urban rail land revitalization. The other three cities selected were Memphis, Tennesee; Portland, Oregon; and Bedford, Indiana.

Through the Office of the Governor, dialogue has been initiated between Reading and ConRail, and the City now qualifies for special EDA assistance in joint public/private railroad land reuse projects. This special assistance paid for by EDA will be provided by Real Estate Research Corporation under a consulting contract with the U.S. Conference of Mayors. The Commonwealth has also recently committed $100,000 of the Governor's discretionary EDA 304 funds to be used by Reading to augment and complement technical assistance provided by Real Estate Research Corporation.

These funds will be used primarily for comprehensive feasibility studies needed to provide the rational basis for negotiating rail land acquisition from ConRail and Reading Estates.

State coordinative activities for the Reading development opportunity program primarily involve the Office of State Planning and Development, the Department of Community Affairs, and the Department of Transportation.

Northeast Region



AREAWIDE ACTION PLAN SUMMARY

Northeast Region

The seven county area served by the Economic Development Council of Northeastern Pennsylvania includes Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Wayne Counties. This seven county region varies in population size and concentration, topography, degree of industrialization, economic development and potential. The region's people are concentrated primarily in Lackawanna and Luzerne Counties as is its industry and wealth. On the other hand, Pike and Wayne Counties are predominantly rural and are much smaller in both area and population.

Physical Characteristics

The northern half of the region lies in the Appalachian Plateau characterized by flat-topped hills and a large number of ponds and depressions. The Appalachian Mountain Section in the southern part of the region is characterized by a series of parallel ridges and valleys. Five major southerly flowing rivers drain the area.

Population

The population of Northeastern Pennsylvania represented, in 1970, 7.41 percent of the population of the Commonwealth of Pennsylvania. The estimated regional total in 1975 is 7.44 percent of the State total.

Between 1960 and 1970, the region lost population due to unfavorable economic circumstances following the decline of the mining industry in the region. The population decline was particularly concentrated in the 35-44 age group which would, taking into account typical family age characteristics, explain the decline in the 0-17 age group.

An increase in the total local labor force in the past decade is due primarily to the 15 percent increase of the female labor force which took place during the 1960's. The male labor force declined by 3 percent in the same period.

Economic Development

Until recently the level of economic activity in Northeastern Pennsylvania had declined for four decades. The demise of the anthracite coal industry was the primary culprit. As consumer demand for the hard coal slackened, miners were laid off. The transportation and wholesale and retail trade industries also declined as less coal was carried to market and fewer supplies were sold to miners.

By the late 1960's the coal industry was no longer a major source of employment and revenue to the region. An infusion of manufacturing trades improved the local economic balance. Population grew and new job opportunities appeared. The trend of mild recovery was established in the late 1960's, but the present national recession has taken its toll. Unemployment and inflation have climbed However, sources of regional economic growth such as available land, raw materials, and transportation are still strong.

The decade of the 1960's heralded an era of promise for the economy of Northeastern Pennsylvania. Three of four primary indi-

cators of economic health rose in the region over this period. The sizes of the labor force, employment, and personal income were greater in 1970 than in 1960. Population declined slightly during this period, but approached stability in the 1965 to 1970 period. Estimates of 1975 figures reveal that all four indicators of economic growth are expected to rise from the 1970 levels.

Employment

Employment in Northeastern Pennsylvania increased during the 1960's yet this increase did not equal the State's. In 1970, 37 percent of the area workers were involved in manufacturing. During 1977, employment in the manufacture of goods in the region increased 2.1 percent over the same period in 1976. Nondurable goods employment has continued a downward trend which started in 1966.

Aside from manufacturing, wholesale and retail trade, services and government are the predominant occupations. Wholesale and retail employment in Northeastern Pennsylvania during each of the four quarters of 1977 and service employment averaged 2.6 percent higher in 1976 than in 1977.

In the period from 1960 to 1970, contract construction, manufacturing, and finance, insurance, and real estate grew faster in the region than they did in the State. The first two of these are basic, population attracting industries and their growth is indicative of a reviving economy. Local employment in finance, insurance, and real estate has traditionally lagged behind the State but the past decade was a "catch-up" period.

The per capita income for the region is below the State level in each reported year. At the same time, per capita income relative to the State grew from 76 percent in 1959 to 85 percent in 1969. The improved wage scale for manufacturing workers is partially responsible.

Discounting the present national recession, strides have been made in industrial diversification, with many manufacturing industries growing at a faster rate than the dominant textile and apparel industries. Coal activity has fallen to a level where it is no longer a major economic force. Higher technology, higher wage manufacturing employment is on the upswing.

Still some economic factors in the region prevent a more complete realization of the growth potential. Several approaches are necessary to enhance the local growth and investment climate ranging from improved services to a constructive and coordinated community development effort.

To sustain growth the area must provide an attractive environment. One of the primary influences in attracting industry is the community's amenities. An adequate educational system, health care delivery, housing, and governmental services are essential. The cultural, recreational, and aesthetic character of the region are also important.

In addition to continuing the aggressive approaches designed to dispell the myths and adverse image of the region there is a need to increase the existing public services and facilities of the region in order to protect its environment.

Transportation

Northeastern Pennsylvania is very well served by limited access highways, providing efficient transportation to the populous east coast. Interstates provide for east-west travel as well as for movement north and south. The new period of economic growth for the region coincides with the completion of these highways and is, in part, a result of the improved mobility.

Truck coverage for the region is excellent although there are currently a lot of wasteful, empty backhauls. There is also a lack of regional terminals for intra-modal transfers and for the breaking down of shipments.

About 40 percent of the manufactured goods move into and out of the region by rail. Better coordination is needed with air and truck facilities. Electrification of some lines would also improve the efficiency of the railroads in movement of freight.

Goals and Objectives

Diversify the Economy

Improve employment opportunities

1. Build a strong economic base.
2. Attract a diversified industrial mix.
3. Create more jobs.
4. Reduce umemployment.

Raise per capita incomes

5. Create a higher wage industrial base.

Develop Human Resources

6. Raise median years of education and enlarge availability of higher education opportunities.

7. Develop more highly skilled and professional persons in the labor force.
8. Provide a diversity of educational programs for all age levels.
9. Retain young adults.

Increase social services

10. Upgrade social services for young, aged, disadvantaged.

Improve Physical Environment

Conserve and develop natural resources

11. Conserve natural resources.
12. Increase availability of local and county-wide open space.
13. Reclaim strip mined culm bank and subsidence areas.
14. Eliminate acid mine drainage.

Improve community facilities

15. Develop and construct area-wide water and sewer systems.
16. Modernize facilities to provide modern, efficient, public services.

Enhance appearance of communities

17. Improve appearance of older urban areas.
18. Improve design features of new developments.

Modernize Local Government

19. Increase cooperation between local governments.
20. Improve administrative and financial delivery system.

21. Upgrade quality and efficiency of public services.

22. Increase citizen awareness of role of local government.

Diversify Transportation System

23. Improve region's arterial highway systems.

24. Link transportation systems.

25. Develop adequate air, rail and bus transportation systems.

Increase Housing Quality and Supply

26. Provide housing for all social and economic segments of the population.

27. Develop planned residential environments.

Increase Protection of Individuals and Property

28. Develop a system of services and support activities which will offer maximum protection for individuals and their property.

Recreation and Cultural Enrichment

29. Improve the quality of life of our residents and visitors by promoting a full range of areas, facilities, programs and services which provide recreation or which assure the development of regional history, science, art and cultural patterns.

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #1

AN ENERGY HUB FOR THE NORTHEASTERN U.S.

Coal represents a viable energy alternative that could provide impetus needed to revitalize economic activity in the Northeast United States. Anthracite resources in Pennsylvania are estimated to be 18.8 billion tons, 96% of total domestic reserves. Recoverable reserves in Pennsylvania are estimated at 7.4 billion tons. This coule supply a significant portion of Nation's energy needs for next 50-100 years. In addition, these reserves are located within 150 miles of 1/8 of population of the United States making it geographically advantageous.

Five projects are proposed toward accomplishment of this objective of exploiting this valuable resource:

- Humboldt Coal Gasification project - construction of $4,000,000 coal gasification plant and pipeline distribution system in Humboldt Industrial Park near Hazleton. Humboldt Coal Gasification Project, subject to individual users, will produce sufficient gas to take care of 10 to 12 industries that could produce up to 2,000 direct jobs. Eight (8) to ten (10) persons will also be required to operate the Gasification Facility. Cost $4 million

- Wilkes-Barre Fluidized Bed Power Plant - experimental culm burning system. First phase of Wilkes-Barre Fluidized Bed Power Plant estimated at $30,000.

- Pennsylvania Power and Light Company's Mine Mouth Generation Plant - construction of $1 billion generating plant.

- New Jersey Zinc Gasification Plant - proposed gasification plant for industry.

- Nanticoke Coal Gasification Project - conversion of coal into marketable synthetic fuels and chemicals. Investment required $143 million to $214 million

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #2

NEW POTENTIALS FOR RECYCLING ANTHRACITE MINE WASTE LANDS

SUMMARY

Anthracite mine waste lands could be used for economic expansion. The proposal discusses innovative uses of refuse banks as raw material to support development of energy and process industries, as well as traditional reclamation projects - sites for industrial parks, housing and recreation. The region has approximately 12,000 acres of anthracite refuse banks and 18,000 acres of strip mined lands.

Five projects proposed under the development opportunity umbrella are:

- Zayre Bank Strip Mine Reclamation Project - Phase II of the project requires grading of 1.4 million cubic yards of refuse bank on 300 acre site. Upon completion, land will be available for public housing or other use.
- Delano Resource Recovery Park Project - funds sought to determine feasibility of establishing Resource Recovery Park on 200 acre tract of strip mine land.
- Miners Mills Subsidence Control Project - stabilization of heavily populated area of Wilkes-Barre with 150,000 tons of mine refuse.
- Beaver Meadows Mine Land Reclamation Project - feasibility study and master planning needed to create 12 acre park on previously stripmined area.
- Marvine Bank Project - rehabilitation of 600 acres of coal residual land for industrial park.

PROJECT COST:

- Zayre Bank Strip Mine Reclamation Project: $2,400,000 (Phase II)
- Delano Resource Recovery Park Project: N/A
- Miners Mills Subsidnece Control Project: $440,000
- Beaver Meadows Mine Land Reclamation Project: $3,500,000
- Marvine Bank Project: $20,000,000

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #3

IMPROVEMENT OF VITAL TRANSPORTATION FACILITIES IN NORTHEASTERN PENNSYLVANIA

SUMMARY

Traditional piecemeal approach to transportation has produced an unbalanced national transportation policy.

A multi-modal planning is required to link needs with land use and economic objectives.

A research, planning and demonstrative program is proposed as an extension of EDCNP;s Highway Interchange Area Transportation and Land Use Study of 1975.

In essence, the EDCNP is recommending the development of a new multi-modal Gateway for the Northeast Region which would be located in Northeastern Pennsylvania. It would combine the best technology available today to serve the Atlantic Seaboard and the Great Lakes conurbations which are currently expanding.

The study will concentrate on an area of approximately eight square miles which not only includes four highway interchanges and four major highways (Pennsylvania Turnpike, Interstate 81, TR 315, and TR 11), but more importantly, represents a potential hub of transport and economic activities. The area includes the Wilkes-Barre/Scranton International Airport with its 7,500 feet runway expansion, the designated Inland Port of Entry and Foreign Trade Zone #24, the Regional Distribution Center, and a proposed recreation development comples (Montage). The study area has the problems and potentials inherent in a high concentration of air, rail, and highway facilities, and intense land use activities and potentials.

The proposed project will result in the preparation of a comprehensive land-use and transportation plan and the development of implementation tools and action programs to:

- provide for optimum physical, social, and economic development gains from significant transportation investments,
- modify and/or augment existing transport facilities to reduce problems of accessibility,
- increase the area's accessibility and subsequent social and economic benefits through the development of efficient intermodal linkages.

A separate project proposed is a regional aviations system plan which would ascertain the feasibility of creating a new major international air cargo jet port in the region for international freight and cargo shipments to and from the Northeastern United States and directly into the proposed multi-modal transportation facilitation center. Unique opportunities exist for this type of development in the region due to its designation as an inland-port-of-entry and emerging world economy.

The proposed jet-port in the Pocono Mountains, could accomodate extremely large plane. Such an airport can serve an area within one day's trucking, i.e., 10 hours or 500 miles, we could serve half of the population of the United States, especially with the new port of entry. A 30,000 acre site, chiefly in Tunkhannock Township, Monroe County, which as excellent terrain for seven-mile long runways has been proposed.

DEVELOPMENT OPPORTUNITY #4

MONTAGE-A CIVIC ARENA, MULTI-SEASON TOURIST/RECREATION COMPLEX IN THE SCRANTON AREA

Montage will be located on approximately 4,000 acres between Pennsylvania Route 307 to the northeast; Pennsylvania Route 502 to the southwest; and between I-81 to the northwest, and Pennsylvania Route 690 to the southwest.

The development of this project is being proposed to accommodate these major goals.

1. Stimulate the economy of Lackawanna County through the creation of employment opportunities through construction and permanent employment.
2. Provide an economic climate conducive to provate development with the resultant increase in tax base of the county.
3. Provide major convention/recreation facilities to induce a major influx of tourist and convention dollars into the local economy.
4. Provide sophisticated recreation facilities and improve the "quality of life" for the residents of Lackawanna County.

The proposed development will be centered on a 400 acre tract of land which the Pennsylvania Gas and Water Company (PG&W) has agreed to "donate, transfer, and convey, without consideration, to proposed County Recreation Authority," or other public, non-profit organization.

Of the total 4,000 acres available, it is estimated that a maximum of 30 percent will be developed for any purpose. It is planned that most of the site will be left in its natural state. This tentative plan has met with the approval of most of the average citizens as well as with the more concerned environmentalists in the county.

Some of the facilities under consideration are: a civic arena, ski area and motor inn. Recreational activities proposed are: snowmobiling, ice skating, summer ans winter camping, toboganning, tennis, golf, swimming, hiking and nature trails, boating (sail and/or canoe), fishing, horseback riding, picnicking, court games, trap and skeet, archery, playgrounds for tots.

There are no similar recreation areas in close proximity. The closest convention center/auditorium is located in Binghamton, New York, approximately 60 miles away. The closest racreation area which might feature some of the proposed activities is in the Pocono Mountain resort area.

Projects to implement this development opportunity include:

1. Access Road

This phase of the Montage project provides for the construction of 2.11 miles of two lane highway, 24 feet wide, beginning at a point south of the Davis Street Interchange of I-81, at Station 183 + 00 and ending at a point approximately 1.5 miles due south of the same interchange, at Station 309 + 00, in Moosic Borough, Lackawanna County.

2. Internal Driveway System

4,400' long access road will be constructed from the proposed main circulation system to the proposed parking area adjacent to the multi-seasonal recreational complex.

3. Parking

General -- A series of paved parking areas will be provided adjacent the multi-seasonal recreational complex. Lots are to be sited so as to be screened and sub-divided by natural treed islands.

4. Tennis Complex

Eight courts are proposed. The surface will be bituminous. Vinyl Clad galvanized chain link fencing will surround the court perimeter, 12' high along rear lines and 10' high along sidelines. The approximate total area of the courts is 594' x 162'.

5. Swimming Complex

The pool complex will consist of two pools. A small wading pool no larger then 12' x 20' will be provided for very young children with parent supervision. A water play apparatus will be provided. A 100' diameter dish containing sculptured fountains, pools, slides, and climbers will be used by older choldren. A main pool size of 45' x 75' would provide for approximately 200 in the water at one time. With an estimated turnover rate of two per day this pool will provide for 600 people per day plus a number of small children in the wading pool area. There will be two square feet of deck area for each square foot of water surface.

6. Bowling and Tossing Games and Racket Courts

7. Child Play Areas

Small Games Area -- A small paved area approximately 25' x 25' next to play apparatus area, swimming and picnic areas. This may be bituminous or concrete with lines areas for marbles and hopscotch.

Play Apparatus Area -- The play apparatus area shall be located near the tennis complex and will be approximately 1/4 acre. Equipment included will encompass conventional play equipment, sand box area, and designed play equipment for older children.

8. Snow and Ice Activities

Ice Skating-Liner Rink -- a Polyethylene liner rink may be placed over the badminton courts. With the flooding of such a rink, ice skating is available when night air temperature is at 20 degrees F. By making use of a paved court area maintenance, grading, etc. are less of a problem, while the use of a polyethelene liner will prevent damage to the paved court area.

Snow Play-Coasting, Sledding, Tobagganning - Location and Placement -- Snow play shall be located on the sloped area adjacent the parking area. The hill with varying degrees of steepness has a runout area at the bottom of the slope. Uphill traffic will be separated from downhill traffic with a rope fence or landscaped barrier.

Indoor Ice Skating -- An indoor ice skating facility will also be constructed adjacent to the main recreation building, however, definite size and capacity have not been formulated.

9. Recreation Center Buildings

The center of recreation for this complex will consist of four buildings. The largest of the four will be approximately 24,000 square feet. This building will consist of a ski lodge complete with outside deck areas, cafeteria style dining facilities, ski storage area and toilet facilities. Also, within this building will be offices and administrative space, secretarial area, conference room and toilets.

The second building will house support facilities for tennis and swim complexes and a child play area.

The third building will be used for first aid purposes and it will be located so as to be accessible to the entire ski area.

The fourth building will be used as a complete maintenance building. For the entire complex a four bay service garage will be used to service and store snow making equipment and grooming machines.

All four buildings will be designed to readily accommodate future expansion.

10. Ski Slope

Of the 200 acres of land available for development of the ski area, we anticipate that 80 net acres will be developed into 15 ski slopes and trails. 50 percent of the slope is compatible for beginner skiing, 30 percent for intermediate skiing, and 20 percent for expert skiing. We recommend four double chairlifts, with a capacity of 4,800 skiers per hour, to adequately service the mountain. We recommend that night skiing be made available six mights a week, to cater to the local ski market.

Snowmaking equipment is mandatory to make an estimated 90 to 100 day season a realizable goal. The equipment should cover all slopes and trails. In addition, a base lodge with food and beverage facilities, ski school, ski shop, and other amenities is recommended.

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #5

STRENGTHENING OF THE NORTHEAST REGION'S MAJOR MANUFACTURING SECTOR (APPAREL)

SUMMARY

The operation and expansion of the Garment Industry Advisory Committee to combine effective leadership from government, civic, labor and management sources is highly desirable. Its function would be to coordinate a wide range of efforts to stabilize and strengthen the garment industry. At present, approximately 35% of the manufacturing labor force of region employed by apparel industry, accounting for 40,000 jobs. However, between 1963 and 1973 the apparel industry has experienced decline in employment of 22.6%.

The impact of the development opportunity will be immediate and highly noticeable. The first and most obvious effect of the project will be the establishment of a permanent, ongoing Garment Industry Advisory Committee which will coordinate a wide range of efforts to stabilize and strengthen the garment industry, and will thus become a visible institutional response to the problems the industry currently faces. Because the Economic Development Council of Northeastern Pennsylvania has a close working relationship with public agencies and private business in the region, it will be the focus of all development efforts relating to the Region's garment industry.

Increased employment, however, will be the main thrust of the Garment Industry Advisory Committee activities. The garment industry is a potential growth industry in the Northeast Region. Vacant jobs need to be filled. When these jobs are filled, many garment firms will be able to bid for increased work, and then be able to start another hiring cycle. The increased levels of employment provided by these jobs will lower unemployment.

The long-range benefits of the opportunity will affect not only adjoining areas,

but also other industries. It is anticipated that the example of the Garment Industry Advisory Committee concept can be adapted for use in other areas in the Region as well.

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #6

NORTHEASTERN PA (SMSA) INDUSTRIAL CORRIDOR REVITALIZATION: IMPLEMENTATION OF PARTS OF A MULTI-COUNTY URBAN DEVELOPMENT STRATEGY

The greatest concentration of urban development within the Northeast Pennsylvania SMSA occurs in a belt stretching from the City of Carbondale in Lackawanna County south to the City of Nanticoke in Luzerne County. This area developed in response to the coal industry and within it are the two largest cities of the seven county area - Scranton and Wilkes-Barre, both of which serve as the county seats for their respective counties. Soundly planned revitalization and development of this concentrated urban area is the principal objective of this development opportunity.

Ten projects have been proposed to implement the development opportunity.

**Infrastructure for Allied Services for the Hadicappped, Inc.

The project includes the development and construction of the infrastructure which will make possible the construction of three facilities: a nursing home, apartment complex, and physicians office complex.

It is necessary that funding be obtained for the following:

A. Electrical Service
B. Access Road
C. Curbs and Walks
D. Street Lighting
E. Storm Drainage System
F. Sanitary Sewer System
G. Water Supply
H. Safety and Security Systems

PROJECT ELEMENTS	ESTIMATED COSTS
A. Electrical Service	$ 205,000.00
B. Roads	286,000.00
C. Curbs and Walks	112,000.00
D. Street Lighting	60,000.00
E. Storm Drainage System	343,000.00

	PROJECT ELEMENTS	ESTIMATED COSTS
F.	Sanitary Sewers	$ 217,000.00
G.	Water Supply	454,000.00
H.	Safety and Security Systems (fire alarm, telephones, television)	52,345.000
I.	Architect and Engineering fees (6%)	103,881.00
J.	5% Contingency	86,567.00
K.	Construction Manager/Contractor Fee (3%)	51,940.00
		$1,971,733.00

**Wilkes-Barre/Scranton International Airport Expansion

In order for Northeastern Pennsylvania to be competitive with other cities its size in Pennsylvania and in the Northeastern United States, it must have a balanced and integrated intermodal transportation system. In essence, it must have excellent highways; excellent railroads and terminal facilities, and an excellent airport network.

At the present time, the region has an excellent interstate highway system. However, its railroad network is weak (this is now undergoing improvement); and its airport network, especially the region's major "hub" -- the Wilkes Barre/ Scranton International Airport -- is losing its natural and geographic competitive advantages to the A-B-E Airport and the Harrisburg International Airport.

The Wilkes-Barre/Scranton International Airport Master Plan developed a 20-year financing plan which outlined how the Bi-County Airport Board of Control could finance the proposed improvements. This financial plan included the use of federal and State grants and local funds through a yearly bond issuance program as certain improvements came on line.

The total cost envisioned for the twenty-year period was estimated at $20,525,000. This was broken down in the following manner:

Airfield (to 7,500 ft.)	$ 7,245,000
Navaids	6,440,000
Terminal	6,840,000
TOTAL	$20,525,000

**Academic Classroom Building (Continuing Education Center)

The proposed Luzerne County Community College Academic Classroom Building (Continuing Education Center) will be located on the College's main campus in Nanticoke, Pennsylvania and will occupy approximately 32,000 square feet of space (see attachment).

The proposed facility will contain the following components:

A. Classrooms
B. Seminar Rooms
C. Classroom Lecture Area
B. Faculty Offices
E. Dining Service Training Laboratory
F. Dietary and Culinary Arts Kitchen
G. Beverage Operations Training Laboratories
H. Motel-styled Instructional Laboratories
I. Administrative Offices
J. Reception and Registration Area

**(Montage), a civic arena, multi-season tourist/recreation project

MONTAGE is a cooperative effort of public officials, civic organizations, the business community and the general public. The concept plan began late in 1975. The main components of the project are: a civic arena, seating 8,350 people. This facility will house events such as ice hockey, basketball, circus, concerts and meetings.

All season recreation area - included in this area will be down hill skiing, ice skating, tennis, swimming, hiking and nature trails, picnicking, court games and playgrounds.

**Newport Township Sanitary Sewerage Systems

The Pennsylvania Department of Environmental Resources has issued orders to Newport Township to discontinue the discharge of untreated or inadequately treated sewage.

The Northern portion of Newport Township is located along the Susquehanna River. All the streams in Newport Township are tributaries of the Susquehanna River, which is used as a source of water supply as well as for recreational purposes.

The proposed Newport Sanitary Sewage System consists of the construction of a collection system with accompanying pumping and interceptor facilities. Three pumping stations and 20,200 LF of force main will be installed as a part of this project. Approximately 98,000 LF of pipe will also be installed of this total 77,600 LF will consist of 8" diameter pipe.

**Reconstruct Laflin Road between the Town of Inkerman, Jenkins Township and Borough of Laflin

1. To provide access to the more than 100 permanent full-time employees and additional part-time employees that will be employed at the Full Care Facility once occupancy begins in July, 1978.
2. To provide access from Route 315 to the facility the thousands of visitors yearly once the Facility is completed.
3. To improve the access route for humdreds of construction employees which will build the Facility.
4. To improve the traffic flow for the residents of Inkerman and Laflin which presently reside in the immediate vicinity.
5. To stimulate the local home building industry by providing direct access from the main traffic artery to an additional several humdred acres of prime residential land. This land will have public sewer and public water facilities available.

Cost of Project:
Approximate

Section I	800 Lin. Ft.	$ 37,115.00
Section II	1100 Lin. Ft.	61,615.00
Section III	2900 Lin. Ft.	141,725.00
Design and mobilization		30,000.00
	TOTAL	$270,455.00

**Zayre Bank Strip Mine Reclamation Project

In 1974, Phase I of a three phase project to reclaim abandoned strip mine land and eliminate related environmental problems began. More important than the bank's unsightliness and non-productive nature, the bank as it was had been contributing to the land's surface instability. Due to the previous strip mine operation, water runoff gathered in the huge voids left by mining activities and then flowed into underground mines, aggravating their water level. Phase I accomplished the filling of some of the voids and the installation of a drainage system.

The applicant is now ready to undertake Phase II of the project, that being the grading of 1.4 million cubic yards of a refuse bank on the site. Concurrent with the implementation of Phase II, efforts will be made to secure new housing development funds for the construction and installation of appropriate infrastructure. Upon completion, there will be approximately 300 acres of land available for public housing or other permissible uses -- land which is less than a mile from the City of Wilkes-Barre's Central Business District and adjacent to Interstate 81 and Pa. Route 309.

Estimated project cost for the mass earth work required stands at $2,400,000. $1,600,000 in ARC assistance (or 67%), with the DER providing the balance, or $800,000 is requested.

**Marvine Bank Project

Under various land use and economic studies, a 600 acre site, paralleling three Interstate 81 interchanges and in close proximity to U.S. Route 6 and other access highways comes forward as the best potential land available for development.

It is the goal of the Municipal Industrial Development of Scranton to rehabilitate extensive unsightly coal residual land and other poor mixed uses adjacent to high

traffic highways as an environmental plus. It would assemble 600 acres of land for several uses supportative to substantial industrial and commercial acreage.

Total Project Cost - $20,000,000 - Total development of Marvine/Scranton comprehensive industrial park site.

**Coxton-Ransom Improvement, Luzerne County

This is improvement of a two-lane road to Potlatch Corporation, which is considering expanding if a good road is provided. Cost $3.6 million

**Eastern Distribution Center - I-81 Interchange

Funds are requested to construct an interchange on Interstate I-81 which will directly service the Eastern Distribution Center Facilities adjacent to the Interstate. This area is expected to be the Distribution Center for Northeastern Pennsylvania. It is directly adjacent to the Wilkes-Barre/Scranton International Airport and is expected to handle much air freight. The area is also the focal point for the Northeast Pennsylvania's SMSA's most recent designation as an inland port-of-entry for foreign goods by the U.S. Customs Services. Efforts are now underway to have this area designated as a foreign trade zone.

The Total Project Cost is approximately $2,000,000. The applicant has already secured a $500,000 201B Access Road Grant from ARC and would like to apply this amount to the interchange instead of the alternate access road.

**Industrial Park Project, Wilkes-Barre

The Industrial Park Project was originally planned in the mid-1960's beginning with a Survey and Planning Application prepared in July, 1964, which was submitted to HUD and approved on March 3, 1965. Work was initiated on the preparation of the Part 1, Application for Laon and Grant, in March of 1965. This Application set forth basic planning proposals which were followed until 1974. On December 19, 1967, a Public Hearing was held concerning the Industrial Park Project; and on February 28,

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The Total Project Cost is approximately $2,000,000. The applicant has already secured a $500,000 201B Access Road Grant from ARC and would like to apply this amount to the interchange instead of the alternate access road.

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1968, the Part 11, Local Approval Data, was submitted to HUD. HUD gave final project approval in 1968 and execution activities commenced.

In October of 1974, an amended Financing Plan was submitted to HUD requesting an additional capital grant of $3.7 million. This Application was approved by HUD.

During 1974 and 1975, however, an extensive replanning process began. Such replanning was made necessary by the fact that funds necessary to complete the original project as proposed were not available. The Redevelopment Authority estimated that completion of the original Industrial Park Urban Renewal Plan would cost some $19 million over and above those funds authorized for project execution activities. In addition, PennDOT's planning review of the Wilkes-Barre Distributor, LR 1100, was a major impetus for project replanning. The original Wilkes-Barre Distributor expressway design required drastic alterations of rail lines and significant acquisition of residential structures outside of the Project Area. These and other considerations suggested that alternate highway designs be considered. As a result, additional thoroughfare studies were intiiated which required the concurrant replanning of the project area.

In the summer of 1974, a replanned project proposal was given tentative approval by the Redevelopment Authority pending environmental review. An Amended 1975 Industrial Park Urban Renewal Plan presented a Downtown Distributor to be constructed in two phases. The plan and the thoroughfare system were reviewed for their environmental consequences and it was determined that severe adverse impacts would result from this proposal. As a result, an alternate thoroughfare system was developed around which a new Urban Renewal Plan was formed. It is this Plan, the Amended 1976 Industrial Park Urban Renewal Plan, and related thoroughfare and rail improvements, that are the subject of this Draft Environmental Impact Statement.

It is the intent of the Redevelopment Authority of the City of Wilkes-Barre to close out the Title I Industrial Park Urban Renewal Project and arrange an early

financial settlement with the Department of Housing and Urban Development. In order to meet that objective, appropriate resolutions authorizing those actions have been approved by the Wilkes-Barre City Council and the Redevelopment Authority of the City of Wilkes-Barre. This Draft Statement is being circulated by the City of Wilkes-Barre with the Redevelopment Authority acting as the City's agent for this purpose. Immediately after approval, the Industrial Park Urban Renewal Plan will be converted to the Community Development Block Grant Program of the City of Wilkes-Barre.

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #7

MULTI-COUNTY PROGRAM TO EXPAND LOW AND MODERATE INCOME HOUSING IN NORTHEAST PENNSYLVANIA

DESCRIPTION

A housing deficiency in Northeastern Pennsylvania has existed for several years. The situation was exacerbated by Tropical Storm Agnes which left over 25,000 homes affected by the flood. The majority of the flood damage occurred in the Wyoming Valley where a critical housing shortage now exists. Throughout the region rental housing for young families and the elderly is also in short supply.

The quality of the housing stock in the area is also questionable. A majority of the housing stock was built before 1939. There is also a shortage of middle price housing to meet the needs of the growing labor force.

An insufficient quality and quantity of housing has deterred industrial expansion and economic growth in Northeastern Pennsylvania.

Five projects have been proposed to implement this development opportunity. Each is summarized in the following discussion.

**Coordination and Technical Assistance Program for the Enhancement and Development of Low-Moderate Cost Housing Opportunities

State and federal housing programs to assist low and moderate income households through the rehabilitation, maintenance, and construction of homes have not been utilized in Northeastern Pennsylvania to the fullest possible extent, in spite of well documented needs for additional standard housing at low and moderate prices. Successful housing developments under such programs have only occurred in locations served by skilled and knowledgeable sponsors and developers. These sponsors have been limited in terms of staff and time resources in their identification and effective use of all available housing assistance resources.

A regional, professionally staffed technical assistance program would be of particular value to existing and new eligible housing sponsors, and to the region's low-moderate income households who cannot obtain suitable housing in the private market.

In addition to the approaches suggested under some of the objectives listed above, the proposed program entails specifically:

- the establishment of a regional one-stop information and technical assistance center;
- the maintenance of up-to-date information and retrieval systems on housing needs, State and federal program possibilities for satisfying such needs, on suitable rehabilitation and construction sites, on reputable builders, manufacturers, developers, and designers of residential environments, on major construction and energy technologies, etc.;
- the provision of adequate information flow on these and related matters to sponsors/developers who would benefit by such information;
- the assistance to sponsors and developers in selecting and combining various loan and grant programs into effective project "packages," and in preparing appropriate project justifications and applications;
- the arrangement and coordination of meetings, workshops, seminars, and training programs as needed and appropriate;
- the coordination of "actors" involved in the regional housing delivery system, and of programs and policies as expressed in regional, county, and local housing and development plans; and
- generally, the provision to sponsors, developers, and other actors in the sousing delivery field of information, advice, and technical assistance relative to the rehabilitation, construction, improvement, and operation of housing for the region's low and moderate income persons and families.

The area to which the proposed program applies includes the seven counties of Northeastern Pennsylvania, i.e. Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill, and Wayne Counties, and the cities, townships, and boroughs within such Counties, with special emphasis on those areas and communities not currently served by skillful and experienced low-moderate cost housing sponsors, and with special assistance to those areas where the work of successful sponsors could be even more effective through this program.

Total Estimated Project Cost: $45,000 per year.

Request for funding through ARC Section 207(e), as administered by the Pennsylvania Department of Community Affairs: $45,000 per year.

**Elderly Housing Project For Milford, Pike County

The Wayne County Housing Authority is planning elderly housing programs in Pike County for the purpose of providing new elderly units in the Milford area of Pike County.

Program goals are the development of 50 units of elderly rental housing. HUD Section 8 Housing Assistance payments and/or FmHA interest credit subsidies will be utilized in conjunction with the rental units. All projects are proposed for mortgage financing under the FmHA Section 515 Rural Rental Housing Program. Sites are in the process of being chosen in Milford for the 50 elderly rental units. AmHA mortgage financing would include Section 502, 515, 523, and 524.

The project consists of two elements. The first element consists of planning or "seed money", for 50 elderly rental units in Milford including acquisition and development of an elderly subdivision. This element will be funded, in part, with $35,600 provided by DCA through its housing demonstration programs under Section 8 and FmHA. The second element includes site development and off-site improvement costs for this site.

Total Project Cost	$358,000
Applicant Share*	35,600
ARC Grant Requested	180,000
ARC Loan Requested	142,400
Total ARC Request	322,400

* Payable from demonstration funds provided by DCA for FmHA and Section 8 programs.

**Hawley Housing Project in Palmyra Township

The project will involve the construction of 30 family rental units for low and moderate income persons and 25 single-family sales units. The rental units will be built, managed and owned by the Wayne County Housing Authority. Mortgage financing will be under the FmHA Section 515 program and rental assistance provided through the HUD Section 8 or FmHA Rent Supplement Program. The single-family sales units will be constructed by individual owners on lots available by the

Wayne County Housing Authority at reasonable cost. Owners will be in a position to seek mortgage financing through the FmHA Section 502 and interest credit programs. Other forms of financing may also be utilized.

Due to the nature of the site, considerable site and off-site improvement costs are required. They will consist of access roads, water lines, sanitary sewers and storm drainage lines, fire hydrants and curbs and sidewalks. Portions of the cost for construction of these facilities will be recovered through land sales and the remaining will require a grant. The FmHA Section 524 program will also be used in conjunction with these activities.

Technical Assistance	$ 32,000
Planning or "Seed-Money" Loan	65,400
Site and Off-Site Improvement Grant	212,000
Total Contract Price	$ 309,400
Wayne County Housing Authority Share	13,080
ARC Share	$ 296,320

**Honesdale Low and Moderate Income Housing

The Wayne County Housing Authority is planning low and moderate income housing programs for the purpose of providing new housing units in three areas of the County -- Honesdale, Waymart and Hawley Boroughs.

Program goals are the development of 71 units of elderly rental housing and 50 family rental housing units in Honesdale, and 30-35 family rental housing units in Waymart. These are now in process. There is also planned 30-35 units of elderly housing for Hawley yet to be planned. HUD Section 8 Housing Assistance payments and/or FmHA interest credit subsidies will be utilized in conjunction with the rental units. All projects are proposed for mortgage financing under the FmHA Section 515 Rural Rental Housing Program. Sites have already been chosen in Honesdale for the 71 units of elderly, and in Hawley and Waymart. Sites are in the process of being chosen in Honesdale for the 50 family rental units.

Program goals also include the development of single family sales units in planned subdivisions in Hawley. An estimated 25 single family lots are proposed for Hawley. Sites for the elderly rental housing projects may be included in these subdivisions if the timing is correct. FmHA mortgage financing would include Section 502, 515, 523, and 524.

The Pennsylvania Department of Community Affairs has already recognized most of these housing goals and has approved demonstration programs to provide some of the financial assistance needed to support the goals. There is a need to also develop further financial support through the Section 207 program administered by the ARC.

PROJECT DESCRIPTION

The project consists of two elements. The first element consists of planning or "seed money", for 50 family rental units in Honesdale including acquisition and development of a single family subdivision. This element will be founded, in part, with $29,000 provided by DCA through its housing demonstration programs under Section 8 and FmHA. The second element includes site development and off-site improvement costs for this site.

Total Project Cost	$295,000
Applicant Share*	29,000
ARC Grant Requested	150,000
ARC Loan Requested	116,000
Total ARC Request	266,000

* Payable from demonstration funds provided by DCA for FmHA and Section 8 programs.

Planning or "Seed Money" Loan (Honesdale Low and Moderate Income Housing)

Organization Fees*	$ 50,000
Legal Fees	15,000
Architect/Engineer (Preliminary)	25,000
Cost Estimates	5,000
Land Options	25,000
Other: Fees for Preliminary Financing and FmHA Operating Capital Requirements	25,000
Total	$145,000
Requested: 80% total	116,000
Applicant Share**	$ 29,000

* Includes preparation of all Section 8 proposals, preparation of FmHA mortgage applications including environmental reports, preparation of information, advice and technical assistance with respect to the construction, rehabilitation, and operation of housing for low and moderate income families.

** Payable from demonstration funds provided by DCA for Section 8 and FmHA programs.

Site Development and Off-Site Improvement Grant

Development cost of the site is estimated at $1.5 million including site development and off-site improvements (land costs excluded).

REQUESTED: $1,500,000 X 10% = $150,000

**Carbon County Technical Assistance and Planning Assistance

This submission for technical and planning financial assistance has a twofold purpose. The major emphasis is directed toward the construction of forty (40) units of elderly housing under the Farmer's Home Administration's Section 515 with subsidies provided via HUD's Section S Program.

The project will be built in the Borough of Weatherly and will consist of thirteen (13) two bedroom units, twenty (20) one bedroom units and seven (7) efficiency apartments.

In addition to new construction, the Carbon County Housing Authority is committed to improve the existing housing stock through the utilization of FmHA's Sections 502 and 504 home rehabilitation programs for lwo and moderate income families and individuals. In order to successfully implement this program, the Carbon County Housing Authority will require technical assistance funds in order to package loan applications for FmHA.

Total Project Cost	$1,300,000
ARC Request/TA - FmHA 502/504	12,500
ARC Request/TA - Section 515/Section 8	6,000
ARC Request Planning	16,000
Total ARC	$ 34,500
Carbon County Housing Authority	$ 4,000

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #8

SCHUYLKILL INDUSTRIAL/COMMERCIAL SERVICE CENTER

The Greater Pottsville Industrial Development Corporation (GPIDC), which was founded in 1952, is a non-profit corporation whose basic purposes are to attract new industry to the Greater Pottsville area, and to help encourage and expedite the expansion of existing industries.

In its continuing efforts to reverse the trend of economic decline in Schuylkill County, GPIDC ahs been working with EDCNP, officials of the Borough of Frackville and the Townships of Ryan and West Mahanoy, principals of the Crown Americal Corporation, along with County, State, and Federal officials to implement the "Frackville Interchange Plan".

The Frackville Interchange, which provides for the interchange of I-81 traffic with State Route 61, at a strategic location, holds forth the promise of providing Schuylkill County with a means through which it can capture some of the developmental "spread effects" generated by I-81. Perhaps the best way to discuss activities at the Interchange is in terms of its quadrants.

Northwest Quadrant: This portion of the Interchange presently contains a vocational-technical school which was constructed in 1959.

Northeast Quadrant: This area is commonly referred to as the Frackville Industrial Park. The tract presently contains six industries employing about 1000 persons. Two firms are now in the early building construction phase -- this activity will eliminate all but 8 acres of developed building sites. There are 130 acres remaining in the park which require access, water, and storm and samitary sewerage facilities. GPIDC has currently extended an option to a firm for ten acres, conditional upon providing these facilities. The tract is zoned heavy industrial.

Southeast Quadrant: This quadrant contains 174 acres of totally undeveloped land which is zoned light industry/commercial. Up to this point, the property has

been landlocked. GPIDC, however, is in the process of opening two entry points: (1) the Reading Railroad right-of-way which connects the northeast and southeast quadrants, is being purchased for $34,000 to facilitate traffic flow under I-81; and (2) GPIDC is negotiating with Crown American Corporation for special ramping capability off their proposed bridge system to enter the southwest quadrant.

In addition, GPIDC is currently finalizing arrangements for a mational-chain motel to initiate development within the tract. The motel would employ approximately 75 persons. GPIDC is also now negotiating with a group which is interested in developing a day-care center in the quadrant. The day-care center would service the needs of the projected 1000 workers -- mostly female -- to be employed in the Crown American shopping center in the southwest quadrant, the workers at the motel in the southeast quadrant, and the existing work force in the Frackville Industrial Park.

Southwest Quadrant: Crown American Corporation of Johnstown, Pennsylvania has announced plans to construct a $20 million shopping mall in this quadrant. The mall will have an area of 80,000 square feet. It is anticipated that the project will give use to 500 construction jobs and 1000 permanent jobs. The estimated completion date for the entire mall is 1982. Plans call for the mall to be anchored by representative units of Sears, K-Mart, and Hess's. Neither Hess's nor K-Mart are now represented in the mall's potential market area. Sears currently has a facility in Pottsville.

The development opportunity calls for State and Federal funding support to complete development of the northeast and southeast quadrants in an orderly fashion consistent with the Regional Plan recommended by EDCNP and OSPD.

Called for in the plan for the future development of the Interchange is the extension of access roads, water, storm sewers, and sewage collection lines through the remainder of the Frackville Industrial Park and through the entire south side.

The total public cost of implementing the development opportunity has been estimated at $3,500,000. As the funding strategy was originally conceived, the sources of public funds were to have been as follows:

Source	Amount
EDA	$1,500,000
ARC	1,000,000
State*	80,000
UDAG	870,000
GPIDC	50,000
	$3,500,000

* Site Development Act.

GPIDC is now in the process of applying to EDA and ARC for funding. If granted, these funds will be used to complete access road and further utility development in the remaining 130 acres of the northeast quadrant and part of the southeast quadrant. With regard to the EDA grant, EDCNP has assigned the Frackville project a #2 ranking on its EDA project priority listing.

Recently, GPIDC was awarded a $50,000 Site Development grant by the nnsylvania partment of Commerce for extension of water and sewage lines in the northeast quadrant.

NORTHEAST REGION

DEVELOPMENT OPPORTUNITY #9

HAZLETON DEVELOPMENT OPPORTUNITY: DOWNTOWN REVITALIZATION BUILDING ON AREA INDUSTRIAL DEVELOPMENT EFFORTS

Since the 1950's the Greater Hazleton Area has been experiencing economic recovery. There has been a large-scale expansion and diversification of the industrial base, and cessation of a population exodus. The areas's industrial development corporation CAN DO, Inc., can be credited for much of this reversal in trends. CAN DO, Inc., can be credited for much of this reversal in trends. CAN DO had its genesis in the wake of Hurricane Diane in 1955, which dealt the final blow to the region's basic deep mining industry that had been in a sharp decline following the end of World War II. Since 1955, CAN DO's total local investment of $2,100,000 has produced 94 projects which have created approximately 7,000 jobs and annual direct payrolls totaling $62,500,000.

Despite these successes in stimulating industrial development, very little has been done to rejuvenate the downtown commercial areas in Hazleton and as a result the quality of life has not improved as rapidly as in some other cities of comparable size. Newly transferred plant managers and other industrial leaders cite a deteriorated central business district as one of the major problems facing the community in comparison with other areas in which they have worked. This has produced other problems in attracting new investments, new developers and new commercial establishments to the inner city. Local officials report that a continuation of this trend will result in further erosion of the city's tax base and will serve as a potential liability to any other efforts by CAN DO to attract new industrial plants.

The Hazleton Development Opportunity proposal provides a rough outline of a community strategy to revitalize their downtown area of Hazleton city. The proposal, submitted by "Hazleton: Action for the 80's" as an offshoot of the CAN DO organization, indicated that the efforts will be designed to capitalize on the

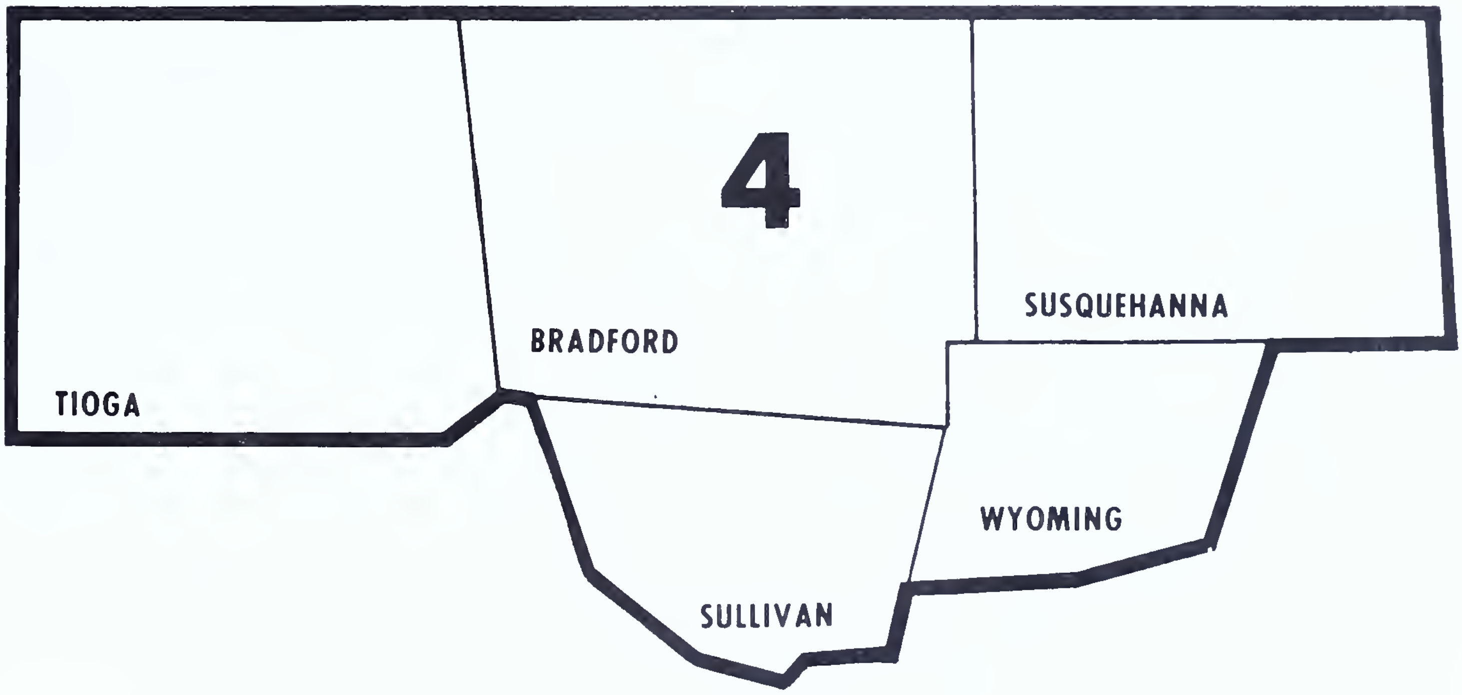
planning and development skills and resources resulting from the CAN DO experience.

The Hazleton proposal describes as a major and immediate problem the eminent loss of the full-time staff for the program because federal CETA funding is about to expire. Hazleton: Action for the 80's has, therefore, requested EDA 304 funds in the amount of $64,000. The attached management plan and executive summary describes several basic problems which must be resolved locally before the State would consider the use of EDA 304 funds to support the Hazleton project:

- Clearer delineation is needed of the downtown revitalization strategy including the specific projects needed to implement the strategy and potential sources of project funds.
- Reasonably reliable estimates need to be developed concerning the impacts, benefits, and costs of the proposed project package.
- Development of a close working relationship with the city officials authorized to receive federal and state funds needed for planning and implementation.
- If EDA funds are to be requested, it is especially important to estimate the economic impact of the efforts (e.g. jobs, income) and to show clearly how the community development and industrial development efforts will be made to be mutually reinforcing.

The management plan indicates the potential utility of technical assistance available through the Department of Community Affairs (DCA). The DCA Regional Office has reviewed the Hazleton situation, and has agreed to begin providing local technical assistance that would help resolve some of the present difficulties.

Northern Tier Region



AREAWIDE ACTION PLAN SUMMARY

Northern Tier Region

The Northern Tier Region of Pennsylvania, including the Counties of Bradford, Sullivan, Susquehanna, Tioga and Wyoming, is one of the most rural areas in the State. With an average population density of 39 persons per square mile, it is more sparsely settled than any other region in Pennsylvania.

The Areawide Action Planning Process is a year behind that for the other Districts in Pennsylvania because the Northern Tier Regional Planning and Development Commission has received only one year of funding for this activity. Therefore, this summary covers only the first phase of a two part program.

Physical Characteristics and Land Use

Slightly more than 92 percent of the region is forested or in agricultural use. Bradford and Susquehanna Counties have about half their land classified as agricultural. Tioga County also has a sizable percentage of land in this category. Almost three quarters of Sullivan County is forested. The other counties range from 42.6 percent forested in Bradford County to 54 percent forested in Wyoming County. Tioga County has the most land in commercial use, and Bradford the most in industrial use.

The region is also characterized by numerous steep slopes. The southern two counties are the most wooded and the most hilly.

Transportation

Highways in the Northern Tier are primarily two-lane but a portion of Interstate Route 81 passes through the region. Public transit is very poor, and as in many of the districts, provision of transit for social service clients is uncoordinated and frequently inefficient.

Commercial air passenger service is not available within the region, but airports outside the region are fairly accessible to residents. Nine small airports located within the five county area have varying limitations, but they provide a valuable transportation resource.

Rail transportation has been important to the Northern Tier Region, but as in the rest of the Northeast, services and facilities have been declining rapidly. Rail transportation in the region remains of significance for economic development.

Education

Mansfield State College, a four year college, is located within the region, but less than 50 percent of the area youth go on to higher education. Vo-tech school facilities are inadequate for the region. Tioga and Bradford Counties have such schools, and Sullivan County has access to one, but students in Wyoming and Susquehanna Counties do not currently have access to a vo-tech school.

Housing

In 1976, the region had 13,192 of its 57,419 housing units considered sub-standard. Since the number of units needed is expected to decline, the amount of new housing needed by 1980

is expected to be 10,676 units. Because much of the region has poorly drained and shallow soils, municipalities without treatment facilities have limited development potential.

Health

At least one hospital is available in each county except Sullivan and five primary care centers are located in the region. There is a shortage of general practitioner doctors throughout the five counties and an artificial shortage of dentists because many refuse to see welfare patients.

Environmental health concerns involve proper disposal of solid waste, availability of a clean water supply and proper disposal of sewage.

Child Development

These needs are addressed throughout the region through day care services. Susquehanna and Wyoming County programs are quite restrictive due to the lack of local share. Head Start programs are available during the summer months. Pre-natal, post-natal and child and maternal health services are essentially nonexistent outside of physician offices. A need for infant and toddler day care programs in the region has also been identified.

Environment

The primary environmental concerns in the Northern Tier Region relate to erosion and sedimentation, the availability of

appropriate facilities for sewage disposal and treatment, the availability of clean drinking water and the location of historical, scenic and archeological amenities in the region.

Economy

Agriculture has traditionally been and remains important to the economy of the region. Coal mining was important in Bradford, Sullivan and Tioga Counties but dwindled to insignificance. However, additional mining is anticipated for the future. Manufacturing is also a major segment of the area's economy.

Goals, Policies and Objectives

The following have been designated in the Areawide Action Plan as short-term goals - to be implemented over a short time period. After these goals, a summary of a more complete description of goals policies and objectives is included.

1. Provide for easy access to goods and services for all citizens of the area.
2. Establish guidelines for growth and development.
3. Increase recreational opportunities for all citizens.
4. Provide a safe, sanitary, decent housing unit for every family in the region.
5. Provide a wholesome, natural environment for the citizens of the area to enjoy.
6. Abate water pollution problems and provide an adequate supply of fresh water for the region.

7. Provide for fiscally sound, efficient government which meets the needs of the people.
8. Reduce the level of crime in the area.
9. Improve the social environment through the rehabilitation and construction of community facilities.
10. Provide safe conditions in which there is adequate protection from disasters.
11. Increase employment opportunities and improve the area's economy.
12. Increase the capabilities of all citizens through sound education programs.

Agriculture

- Maintain agricultural land as one of the basic land uses in the region and use present agricultural land effectively.
- Maintain the family farm as the basic farm unit.
- Use agriculture as a major factor in preservation of open space, wildlife and environmental quality.
- Maximize the role that agricultural commodities play in area's social and economic base.

Economy

- Provide adequate financial backing necessary to maintain and create employment.
- Promote and encourage the availability of education to all persons to better enable them to make a living.

- Develop industrial/commercial sites that meet regional policies where feasible.
- Encourage the growth and expansion of existing economic activities.
- Balance any increases in population with corresponding increases in size of employed labor force and continue promotion of diversified economic base.

Energy

- Formulate a long-term comprehensive energy plan for the region which reflects local as well as state and national objectives.
- Support the development of the region's energy resources to the extent that such development is consistent with current local and regional comprehensive planning.
- Support and promote research and development of energy resources which are not depletable and do not have adverse thermal, physical or chemical environmental impacts as the long-term solution to meeting our energy needs.
- Develop and implement an energy conservation program that will be applicable to all segments of activity in the Northern Tier Region.

Forestry

- Promote multiple use of forest lands wherever possible and bring to the attention of the public the role of forestry in their lives.

- Maximize forest benefits through management practices and continue use of the farm woodlot.
- Stimulate present markets and encourage new ones to encourage better utilization of forest products and by-products in the Northern Tier Region.
- Encourage woodland management that is compatible with recreation needs and scenic beauty whenever possible.
- Strive for compatibility between wildlife and timber management.

Floodplains

- Identify flood plains in the region and provide alternatives for control.
- Make the public aware of the dangers of flooding.
- Encourage inter-municipal watershed planning for flood management.

Housing

- All people of the region are entitled to adequate and sound housing.
- Encourage housing development where feasible in those centers identified as development centers that have all the necessary services for housing available.
- Promote rehabilitation programs.
- Provide a reasonable supply of rental housing.

- Provide adequate housing for elderly, low-income families and minorities.
- Promote energy efficient housing.
- Encourage private sector to build middle-income sale and rental housing units and to rehabilitate existing housing.
- Plan for addition of new houses so that the best possible land use is considered for all possible residential uses of a parcel.
- Develop public housing according to the allocation plan of the Northern Tier Region.

Recreation

- Provide new and improved recreational facilities in the region, including community recreation facilities, regional facilities and hiking trails.
- Consider the unique recreational needs of elderly and handicapped persons.
- Use public lands and public facilities for a broader range of purposes where possible.
- Encourage privately-owned recreation facilities which offer experiences not normally provided by state and local governments and which are in compliance with local development policies.

Natural Environment

- The natural environment must be enhanced by minimizing those man-made influences which are incongruous with harmonious existence.

Tourism

- Utilize tourist potentials to improve the economy of the region with activities that will bring new money to the region and create jobs in the commercial and service sectors without depleting the natural resources.
- Improve and promote the aesthetics of the Northern Tier Region and encourage the propagation of wildlife.

Transportation

An efficient, balanced and maintained transportation system is essential to the development of the region.

- The highway system should meet the needs of current and projected population, agricultural needs, recreational needs and commercial needs.
- Develop and implement a public transportation system in the region which will fulfill basic social and economic needs for all people of the region, giving particular attention to the elderly, handicapped and poor who are especially dependent on alternative means of transportation.
- Extensive improvement and replacing should be done to existing, small, local community airports close to population centers to provide feeder-scheduled airlines.

- Continue efforts for a viable rail transportation system to serve agriculture, commerce and industry in the region.
- Maintain an ongoing, coordinated transport planning process in the region.
- The transportation system will be considered a major tool to be used in influencing orderly economic development.
- Plan for a regional transportation system that avoids adverse impacts on air and water resources, historical sites, open space and recreational areas and at the same time provide accessibility to all resources.

Solid Waste

- Develop implementable solid waste plan that will result in a coordinated waste treatment management system.

Air Quality

- Air quality should be maintained to provide a healthy environment.

NORTHERN TIER REGION

DEVELOPMENT OPPORTUNITY #1

DEVELOPMENT OF MAJOR REGIONAL INDUSTRIAL SITES FROM LARGE TRACTS OF SURPLUS RAILROAD PROPERTY IN THE NORTHERN TIER REGION

Projects include improvements to the Sayre Industrial Park and the SOLIDA Industrial Park

Narratives and project summaries will be provided at a later date.

NORTHERN TIER REGION

DEVELOPMENT OPPORTUNITY #2

DEVELOPMENT OF A GEGIONAL TOURIST/RECREATION AREA FOLLOWING CONSTRUCTION OF A MAJOR CORPS OF ENGINEERS PROJECT (COWANESQUE DAM)

Projects include improvements to Legislative Route 580062 and financial assistance for arts and crafts employment program.

Narrative and project summaries will be provided at a later date.

NORTHERN TIER REGION

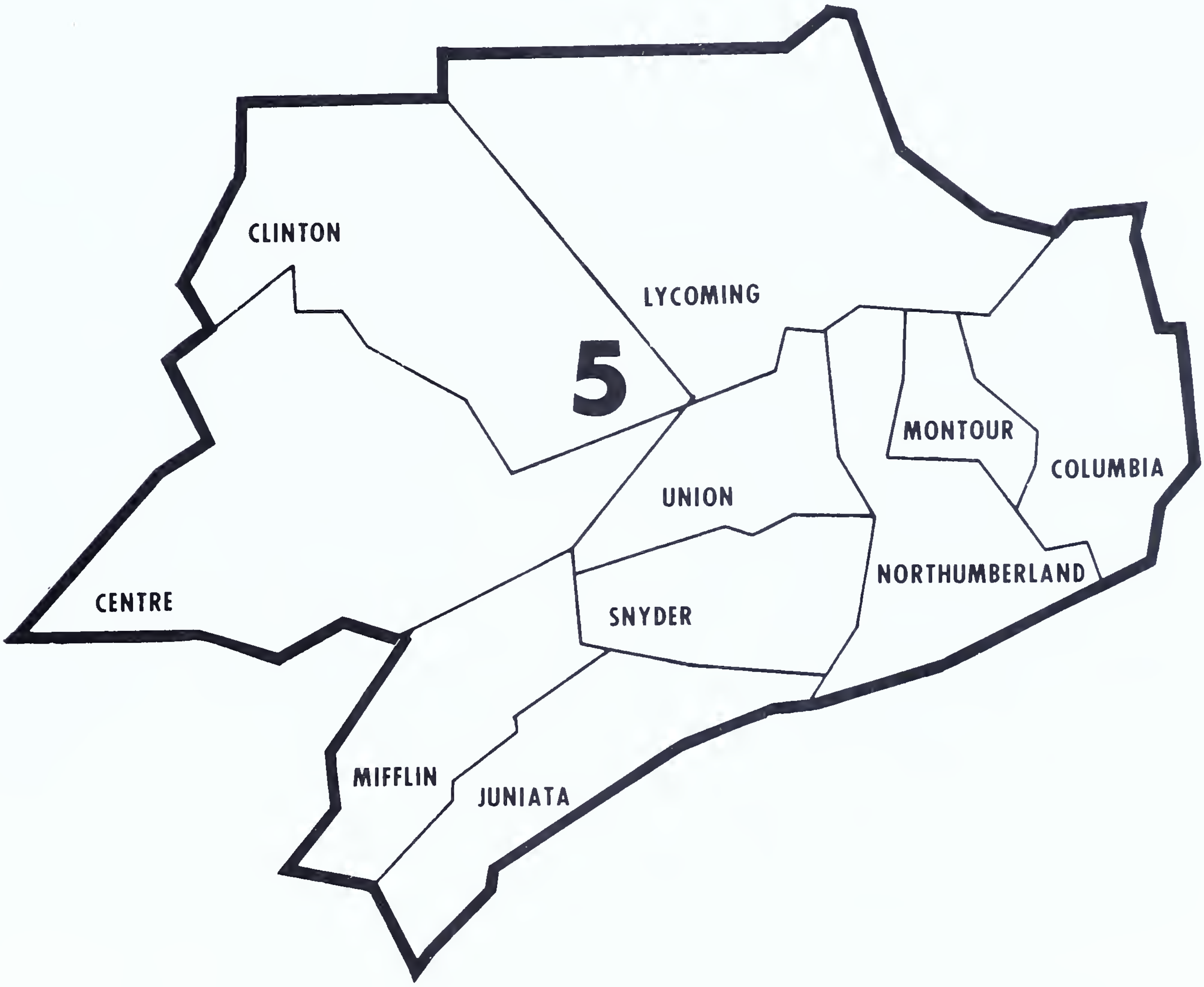
DEVELOPMENT OPPORTUNITY #3

PROGRAM TO DEVELOP THE WOOD-PRODUCTS MANUFACTURING SECTOR OF A REGIONAL ECONOMY: NORTHERN TIER REGION

Projects include technical assistance for the relocating of a furniture panel construction business and assistance to induce a firm to the region for a hardwood truck flooring manufacturing operation.

Narrative and project summaries will be provided at a later date.

Susquehanna Region



AREAWIDE ACTION PLAN SUMMARY

SEDA-COG Region

The SEDA-COG Region covers 11 counties in Central Pennsylvania comprising 14 percent of the total land area of the State and 5 percent of the state's population. The population is largely rural. Only Lycoming and Northumberland Counties have more urban residents than rural residents. However, the area is growing considerably faster than the state with the biggest increases in the 15-44 age category.

Economy

The low median family income and the high number of families below the poverty level relative to the state average as well as the relative paucity of families in the higher income brackets indicate poor economic conditions in the region. Unemployment in the region is also higher than in the state as a whole, but it is improving at a faster rate, suggesting a fairly optimistic employment picture for the future. Labor force participation in the region is increasing but with only about 40 percent of the civilian population force employed in 1977, it remains considerably below the national average.

Employment in the region is heavily dependent upon the manufacturing sector which provides almost 40 percent of the jobs.

Within manufacturing, employment is concentrated in the food, textiles, apparel, transportation, equipment and fabricated metal products industries. The service sector provides almost 30 percent of the employment with unusually heavy concentrations in government and educational activities. This segment had the highest percent increase in number employed, with by far the largest increases occurring in Centre County. Wholesale and retail trade has also been increasingly important in providing employment. Centre County experienced about 40 percent of the increase in jobs in this sector between 1960 and 1970. The mining, agricultural and transportation sectors all decreased their share of total employment in the region. Employment in construction varied greatly each year, but overall, there has been an increase in its share.

Natural Resources

Twenty-eight percent of the land area in the SEDA-COG Region is used for agricultural purposes. An additional 50 percent is forested which provides both recreational opportunities and a commercially valuable natural resource. The region also has significant deposits of anthracite and bituminous coal, limestone, and natural gas. Thus, the natural resources are an important asset to the area.

Health

Mining activities in the region contribute to occupational and environmental health hazards which are considered serious problems in the region. Acid mine drainage in Centre, Clinton, Columbia and Northumberland Counties and black lung disease, especially in Northumberland County, are the most serious examples. Improperly treated sewage effluents and raw sewage seeping into groundwater highway ditches and elsewhere, potentially endanger the health of the residents throughout the area as do non-mining related occupational hazards. Other health problems in the region are a shortage of health manpower, the lack of a coordinated system of transportation, thinly spread manpower for home health care services, and inadequately trained ambulance personnel.

Housing

The housing supply in the region tends to be old (66 percent were built prior to 1939) and much of it is in need of repair and winterization. SEDA-COG estimates that 45,000 additional units will be needed by 1990 to meet the needs of increased population and to replace the houses which are, or will become obsolete. The major problems affecting housing are: high construction costs; a low level of speculative building; lack of adequate sites, especially sites with the necessary infrastructure; overly conservative lending practices; a low level of rental units; lack of low and moderate income housing; and a lack of programs for low and moderate income families which are suited to non-metropolitan areas.

Solid Waste

Solid waste, as in most of the other regions, is also a serious problem in the region. Many dumps and landfill sites are contributing to air and water pollution. Others are nearing their capacity. Hilly topography, poor soils and extensive carbonate geography limit the sites available and increase costs. The dispersed population and lack of sites near concentrations of people also increase costs and make resource recovery difficult.

Flood Hazards

Flooding has also been a major problem in the region. During the 1972 flood, nine of the region's largest industrial employers were located in the flood plain. Seven of these firms sustained damage in excess of one million dollars. Thus, the flood hazard is of critical concern both for the health and welfare of the residents and for the stabilization of the industrial base.

Transportation

The region's air, highway and rail facilities all suffer from deficiencies. Generally, the highway linkages in and out of the region are good, although there is a need for improved north-south access through the region. There is also a need for access road development to some industrial sites. The major highway transportation difficulties are lack of adequate maintenance, strip development on major regional arterials and higher freight charges

because the region imports more than it exports, resulting in empty trucks returning and less-than-truckload quantities. There are ten airports in the region, but they are poorly equipped and therefore, are underutilized and suffer from operating deficits. Rail service in the SEDA-COG region is plagued with similar problems to those in the rest of the state—poor rail service, abandonment of lines and inadequate maintenance of the remaining lines.

Goals and Objectives

Health

Develop an environment in which hazards to physical and mental health are minimized in order to increase the quality of life.

- Coordination with existing health-related institutions.
- More effective program of community education.
- Research into health care problems and alternative methods for delivery of preventive health care services.
- Investigation of alternative methods for human waste disposal and water treatment for rural areas.
- Monitoring of development of alternative forms or increased utilization of existing energy sources and shortages for health impacts.
- Training and technical assistance programs for primary health care centers.
- Programs to respond to health manpower shortages including family practice residency programs in rural areas, a Health Manpower Clearinghouse program and vocational-technical secondary and higher educational institutions in health education.

- Primary health care facilities where any need remains.
- A rural transportation system.
- More rehabilitative speech therapists and physical therapists.
- Investigation of possibilities of centralized administration and record-keeping.
- Long-term funding for newly reorganized EMS.
- Additional training programs for Emergency Medical Services.
- 24-hour service at each emergency facility.
- Expansion of existing emergency communication interface.
- Development of regional child development planning capability.
- Child development programs which are comprehensive in scope focus on underserved areas, and are consistent with state or regional policies.
- Innovative approaches to delivery of child care services.

Housing

Ensure the availability of a decent home for all persons and families in the region regardless of race, religion, national origin, sex, income or age.

- Meet the needs for housing for low and moderate income people.

Energy

Assure sufficient energy to meet future regional energy demand by encouraging conservation, increasing the utilization of energy resources found within the region, and encouraging the increased use of alternative energy systems.

- Upgrading of the rail network throughout the coal fields.
- Location of facilities in areas where environmental impacts of facilities are minimized and with the participation of local areas.
- Energy conservation and alternative sources within the region.
- Information to the public on new energy-related development.
- Analysis of region's future energy needs and its ability to meet those needs.
- Innovative energy-related projects.

Natural Resources

Develop the natural resources of the SEDA-COG region in ways that will maximize the benefits to the greatest number of people of the region while minimizing the negative social and environmental impacts that may be associated with such development.

- Maintain access to coal lands.
- Rework and reclaim previously mined areas.
- Development of new markets for the region's coal.
- Preservation of agricultural lands.

- Development of markets for low quality hardwood and organization and education of small woodlot owners.
- Development of environmentally sensitive recreational activities on the region's forest lands.

Water Quality

Establish a cost-effective long-range regional strategy for the management of ground and surface water quality and quantity in consort with other environmental and economic development goals.

- Assessment of water quality management needs and distribution of resources to best meet the needs.
- Identification and implementation of water conservation methods.
- Identification of groundwater resources and potential pollution problems.
- Protection of public water supply watersheds from any degradation.
- Studies for non-point source pollution for certain watersheds in the region.
- Funding for municipal sewer and water systems and development and implementation of cost-effective means of sewage treatment including alternative wastewater treatment facilities.

Solid Waste

Provide the highest quality operational solid waste management program while minimizing the economic impact of solid waste disposal on the region's local governments.

- Identification of solid waste-related environmental health problems and development of projects to solve them.
- Technical assistance to counties, municipalities, and authorities on solid waste and waste flow control.
- Investigation of cost feasibility of waste transfer to the Allenwood Sanitary Landfill facility.
- Identification of potential resource recovery technolcgies suitable for a predominantly small town/rural area.

Flood Hazards

Accelerate the reduction of flood hazards in the region.

- Improvement of the flood forecasting and warning system.
- Establishment of approved emergency operation centers in each county.
- Installation of flood-proofing measures in damage-susceptible buildings or facilities.
- Location of public services away from high-risk areas.
- Investigation into advisability of additional impoundments and local flood wall-levee projects, and maintenance of existing structures.
- Development of community flood hazard reduction and water management programs.
- Identification of appropriately located temporary disaster housing sites.

Transportation

Provide a safe, efficient, reliable and convenient transportation system for the movement of all people and goods within the region.

- Acceleration of maintenance of all systems.
- Minimization of land use/transportation conflicts at major interchange areas and along corridors of major arterials.
- Priority on links which add to the continuity of the system.
- Priority for ARC's access road programs.
- Investigation of potential for short line railroads, intermodal freight transfer facilities and team track operations in the region.
- Preservation of needed rail service in the region.
- Improvement of air passenger and freight service in the region.
- Shared use of public transportation resources.

Economic Development

Promote full employment and equal opportunity at wage levels comparable to state and national levels, and promote increased and expanded economic activity consistent with the needs, resources and other primary goals of the region.

- Provision of infrastructure for existing industrial concentrations and provision for new industrial concentrations in selected locations.

- Support secondary transportation systems.
- Coordination of all parties involved in economic development in the region.
- Provision of improved informational services to prospective industries on a regional basis and technical assistance to existing small and medium-sized industries.
- Industrial diversification.
- Integration of manpower development.
- Utilization of region's natural resources.

Environmental Quality

Attain a level of environmental quality consistent with the best interests and welfare of the residents of the region's natural environment.

SUSQUEHANNA REGION

DEVELOPMENT OPPORTUNITY #1

INCREASED UTILIZATION OF REGIONAL COAL RESOURCES: STRATEGY DEVELOPMENT

SUMMARY

Recent estimates indicate the Susquehanna region contains extensive in-place reserves of low-sulfur coal. Approximately two billion tons of anthracite coal are found in Northumberland and Columbia counties while over 500 million tons of bituminous coal are found in Centre, Clinton, and Lycoming counties.

Recent changes in the national energy policy that call for a large increase in domestic coal production, continued advances in coal technology and substantial increases in overall energy research and development activities have given rise to regional optimism for the revitalization of the anthracite industry and for a continued expansion of the bituminous industry. Should this occur, then coal extraction and processing will play a central role in the future growth and development of the Susquehanna region as well as the State as a whole.

However, the optimistic picture for the development of regional coal resources must be tempered by a concern for proper social and environmental safeguards. Considerable effort and attention will be required in preparing the region to deal with increased production demands. At a minimum, this would include community infrastructure improvements in the areas of transportation, health care, housing, water and sewer, vocational education, and training as well as continued support for economic diversification efforts. Increased research and demonstration expenditures will be required to find new uses for mining wastes to reduce potential environmental impacts as well as to fully explore potential secondary processing applications. Overall, this development opportunity is of Statewide significance and demands that a fully coordinated implementation strategy be undertaken to complement ongoing regional efforts.

INTERRELATED PROJECTS

The following projects and programs are only a partial listing of the actions that will be required to fully address this emerging resource issue. Additional projects will be added as they are identified through studies and other activities now being conducted by SEDA-COG, State agencies, universities, and other regional planning organizations throughout the State.

1. Shamokin Area Anthracite Culm Steam Generation Project.

   A demonstration project designed to determine the feasibility of using anthracite culm as a low-cost fuel for industrial steam generation.

2. Reed Industrial Park Project.

   Extension of access roads, water, sewer, utilities, and other related site development activities to provide additional acreage for long-term industrial development in the Greater Shamokin Area.

3. SEDA-COG Coal Development Analysis, and Technical Assistance Program.

   An analysis of the potential development of the region's coal resources, including projected production and employment, coal hauling capabilities of the region's transportation modes, other impacts that might be associated with regional coal development, and the abilities of local municipalities to control the locations and pace of energy development; continuation and expansion of of the region's coal development efforts, including increased liaison with local, regional, State, and national organizations pursuing coal development, and continued monitoring of legislation and regulations effecting the region's coal development.

4. Shamokin Hospital Management Plan.

   A study to determine this facility's role in meeting the area's future health care needs and define feasible management alternatives.

5. Pennsylvania Coal Model.

An expansion of the PCM's anthracite data base, to be performed by Penn State University, to achieve the same degree of data resolution for anthracite as has been achieved for bituminous coal.

SUSQUEHANNA REGION

DEVELOPMENT OPPORTUNITY #2

COLUMBIA COUNTY INTER-MODAL TRANSPORTATION CENTER

SUMMARY

An inter-modal transfer facility is a system designed to facilitate the easy transfer of truck trailers to and from flat cars without unloading. Overall, containerized cargo transport provides shippers with considerable flexibility since they can use a combination of transportation modes to move their goods. This ability to change between truck and rail can result in considerable transportation cost savings since the most economical mode of transportation can be used. Studies have shown that trucks are more economical for short hauls (250 miles or less) while rail is cheaper for long distance freight movement.

Columbia County has been actively pursuing the development of an intermodal freight transfer facility for the last three years. An ARC-funded study is currently underway to determine the economic feasibility of establishing an inter-modal transfer facility and a rail transportation research center in the Bloomsburg-Berwick-area. In theory, the realization of this facility can have a significant positive impact on the economic development potential of Columbia County with spillover benefits to the entire region.

INTERRELATED PROJECTS

A complete listing of the various component projects and other needed actions will be provided upon completion of the current feasibility study.

SUSQUEHANNA REGION

DEVELOPMENT OPPORTUNITY #3

ACCELERATED MULTI-COUNTY RECREATIONAL AND TRAVEL DEVELOPMENT PROGRAM IN THE SUSQUEHANNA REGION

SUMMARY

The Susquehanna region with its extensive forest acreage, water resources, State parks, picnic areas, and gamelands couple with numerous points of historic interest, summer festivals, and other varied attractions has a significant potential for increased recreational development. This conclusion is reinforced when one considers the region's location in relation to the large metropolitan centers of the northeast and the fact that a fairly well developed transportation system facilitates easy access from these center. In general, the Allegheny Plateau Section, particularly in Clinton and Lycoming counties, contains some of the region's most outstanding recreational opportunities due to its mountainous topography, numerous free flowing canoe streams, outstanding scenic vistas and extensive State-owned lands. At the present time, there is considerable interest in pursuing recreational and travel related activities in this general area and the question of further development is not if--but when, how much, and what type. While additional development can most certainly occur without endangering the resource base, it will require a private/ public partnership with a development philosophy that stresses quality and appropriateness over quantity.

INTERRELATED PROJECTS

1. Northeast Wilderness Travel Facility Construction and Training Program Expansion.

   The construction of a base facility and the development of a program to provide proper training for individuals, groups, and organizations desiring to participate in various outdoor life pursuit skills such as white water canoeing, back packing, rock climbing, and general wilderness survival techniques.

2. Pine Creek Wild and Scenic River Designation.

   Pending the satisfactory resolution of outstanding local concerns, this designation would enhance the future implementation of appropriate management, preservation, and development activities on the Pine Creek Waterway.

3. Innovative Rural Solid Waste Collection System Study, and System Implementation.

   The development and implementation of a cost-effective rural solid waste disposal system designed to ensure that increased recreational useage will not result in eventual degradation of the resource base.

4. Lycoming County Regional Park Facility Construction.

5. Mill Brook Playhouse Improvements.

6. Jersey Shore Historical Preservation and Development Activities.

   The establishment of a historic district, and canal restoration activities.

7. Construction of a 40 Mile Link Trail to Connect the Mid-State and Loyalsock Trails.

   This project will provide the region with an inter-connected long distance wilderness hiking rail.

8. Routes 220 and 15 Corridor Study and Completion of Route 15 North of Williamsport.

9. North Central Highlands Area Study.

   A study to determine how to preserve important environmental assets of the plateau, largely on State lands, at the same time promoting economic growth necessary for the well being of the residents. This study will provide a series of suggestions to achieve a balance between development and the preservation of unique natural values.

SUSQUEHANNA REGION

DEVELOPMENT OPPORTUNITY #4

TIMBER INDUSTRY REVITALIZATION IN THE SUSQUEHANNA REGION

Within the ten-county Susquehanna Region, approximately 2.5 million acres or 73% of the total forest area is classified as commercial forest land. Forest acreage increased in the region according to the 1964 inventory. It is assumed that gradual increases will continue as more marginal farmland is abandoned. More than 50% of the region's commercial forest land is located in Centre, Clinton and Lycoming Counties and are thus areas where increased harvesting activity will most likely occur if new markets are provided. The high percentage of forest cover throughout the region is of potential economic significance for timber development.

Net annual growth of poletimber and sawtimber stands was approximately 109 million cubic feet or 50 cubic feet per acre. Total harvest of these stands was 26.7 million cubic feet, resulting in a growth to cut ratio of 4:1 as compared with a 3:1 ratio for Pennsylvania and a 1.34:1 ratio for the Nation. The high growth to cut ratio indicates that timber harvest can be increased to approximately three times current levels, provided adequate forest regeneration occurs.

Lumber production in 1974 totaled 67.073 MBF, representing an increase of 57% over the production level in 1964. Softwoods comprised 18% of the harvest. An average production of 10 cubic feet per acre in the region is slightly higher than the State's average of 9 cubic feet per acre.

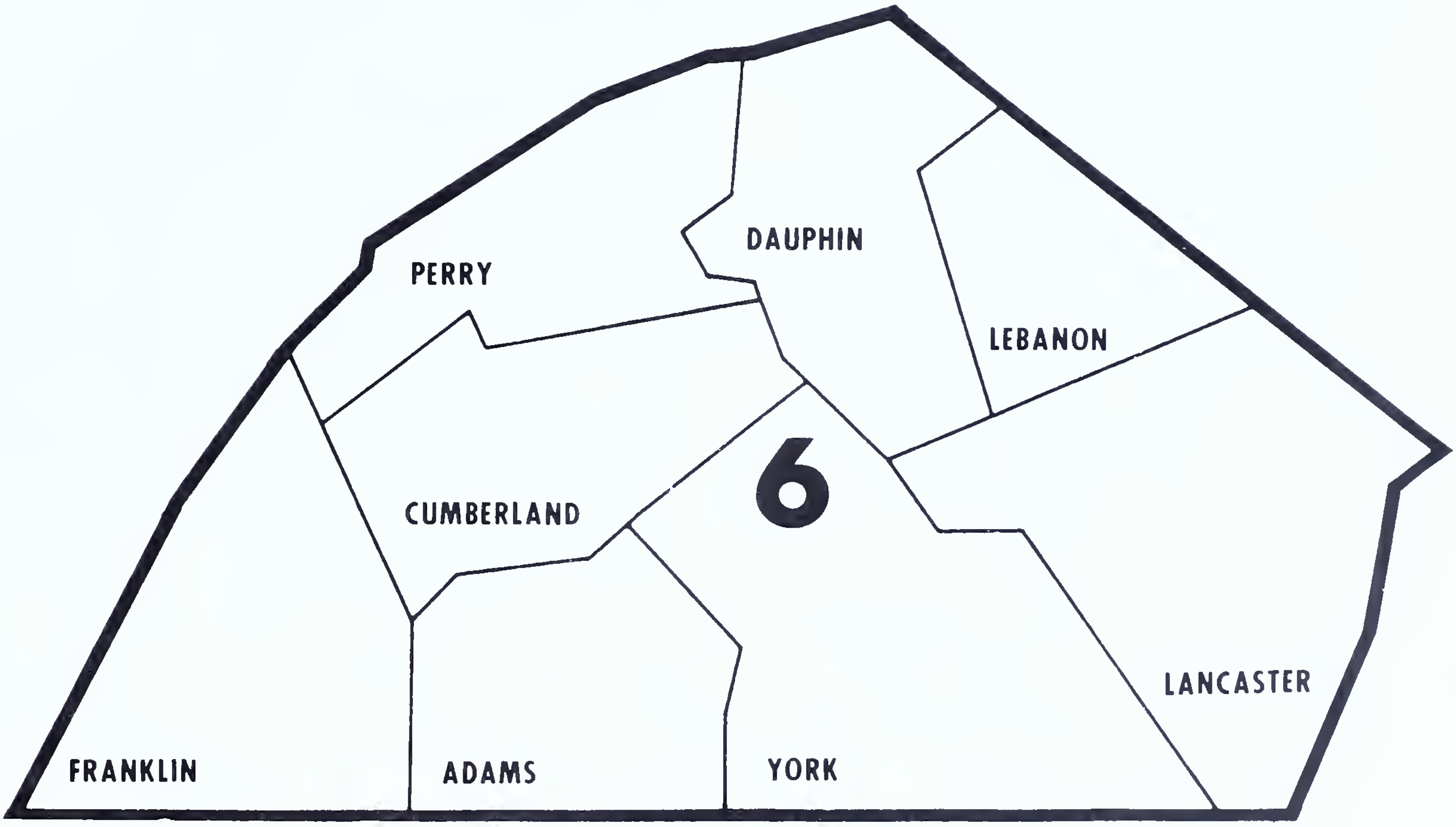
Woodpulp production also increased between 1965 and 1974, from 8 million cubic feet to 13 million cubic feet or an increase of 62%. Softwoods comprised only 2% of the total harvest for pulpwood.

Two large pulp mills are also located in the region, one in Lock Haven, Clinton County and one in Sunbury, Northumberland County. Most of the pulpwood harvested in the region is used by these mills since wood procurement is within a 50 mile radius of the mill site.

The increases in lumber and pulpwood productions are expected to continue as demands for these products rise. Within the region's forest, there is potential to increase timber harvest to meet the damand. In addition, there is potential for improving the utilization of formerly unmarketable timber, such as wood residues, small and low grade timber. It has been demonstrated that lumber, sufficient to meet the needs of the furniture industries quality requirements, may be obtained from lower grade material, cut to shorter lengths, etc.

In addition expanded utilization of Pennsylvania timber is possible for truck-bed flooring, charcoal, housing components and wood chips.

Capital Region



DEVELOPMENT OPPORTUNITY #1

DEVELOPMENT OF THE HARRISBURG INTERNATIONAL AIRPORT AS A RESOURCE FOR THE EXPORT OF REGIONAL GOODS AND SERVICES

Harrisburg International Airport was acquired by the Commonwealth of Pennsylvania in 1968 from the Federal government. The facility was formerly the Olmsted Air Force Base.

Upon its acquisition by the Commwealth, the airport became the responsibility of the Aeronautics Commission under the Department of Military Affairs. With the creation of the Pennsylvania Department of Transportation (PennDOT) in July of 1970, the Commonwealth's aviation functions were transferred to the Department's Bureau of Aviation, which up to the present time has been responsible for the operation of the airport.

Olmsted was a major maintenance facility for the Air Force, and its phase-out meant the loss of a large number of jobs in the area. Efforts were therefore immediately mounted to off-set the employment losses by attracting private industry into the then vacant industrial and warehousing facilities, and by converting the airfield into an active regional airport for civilian traffic. By 1971, most of the vacant facilities had been rented, and scheduled civilian air traffic transferred from Capital City Airport (then Harrisburg/York State Airport) was well established and growing. The airport was granted Port of Entry status by the U. S. Customs Service in September, 1971.

Studies carried out by PennDOT have indicated that Harrisburg International has considerable potential for developing into a major commercial airport with possibilities for intermodal rail and truck connections.

Recently, the Commonwealth has expressed interest in the possibility of a regional authority (or some other appropriate entity) assuming the ownership

and/or operation of the Harrisburg International Airport. Representatives of PennDOT have informally discussed this matter with Staff members of the State Office of Planning and Development (OSPD), the Harrisburg Area Chamber of Commerce, and the Capitol Region Planning and Development Agency (CRPDA).

Through the District's OEDP process the Harrisburg International Airport has been singles out as constituting one of the region's foremost development opportunities. It is felt that Harrisburg International has the potential of becoming a major commercial airport, and that its further development in terms of aviation and as a site for industry would generate significant multiplier effects which would ramify throughout the regional economy and bring about improvements in income and employment.

Harrisburg International Airport (HIA), formerly Olmsted Air Force Base and located 8 miles southeast of Harrisburg, is equipped with a 9,500 foot funway capable of handling the largest of jet aircraft. Currently the Airport accommodates almost 300 air carrier, general aviation and military aircraft operations and over 1900 passengers every day. TWA, Allegheny, Altair and Trans Pennsylvania Airlines provide daily scheduled passenger and air freight and Allegheny Commuter offer direct service to Boston, New York, (La Guardia), Pittsburgh, Altoona, State College, and Washington, D.C. Altair has direct service to Philadelphia while Trans Pennsylvania serves Lewistown and Baltimore/Washington. All flights provide convenient connections to many domestic and international destinations.

Air Freight forwarding is offered at HIA by Emery Air Freight, Flight-Express Cargo, Allegheny, TWA, and Summit Airlines. The Airport is also served by Central Penn Air Service and Kerek Air Freight. There are a number of customs brokers, travel agents and travel clubs also located at the Airport. Federal Express, the small package airline, provides overnight service to any point in the Continental United States.

Since September 1971, Federal Customs clearance facilities have been in existence at the Airport to provide service for customs aircraft returning to the Continental United States from a wide range of international origins and to clear arriving "in bond" cargo. The Airport is in the approximate center of the Harrisburg Port of Entry which was also established in September 1971, offering the opportunity for international commerce clearance facilities in the Harrisburg area.

In the conversion of this Air Force Base to a modern jet Airport, industrial park and warehous area, there is still some desirable office space, buildings suitable for light industrial use, hangars and warehouse space available for lease on short or long term basis. There are approximately 90 various businesses and individuals currently utilizing Airport facilities. The completion of a modern access road directly into the Airport from Route 283 has provided extraordinary ground connection to all points on the eastern seaboard by Interstate Highways and Pennsylvania Turnpike. Railroad spurs from ConRail main tracks serve the warehouse area.

Potential Investments

A feasibility study on transfer of ownership of the sirport is currently underway. Project development must necessarily follow resolution of the ownership issue.

Additional narrative and projects will be provided at later date. Projects related to these development opportunities include the following:

APPROVED PROJECTS
FISCAL YEAR 1979-80
AS APPROVED BY THE EXECUTIVE COMMITTEE OF CRPDA
AUGUST 16, 1978

riority	Project Name	Impact Area	Funding Source	Amount	Est. Total	Status	District Goal/Obj. project would help achieve
	Fiscal 1979:						
1	Harrisburg International Airport Feasibility Study	Region	FAA/EDA Ch. of Commerce State & Local	25,000 10,000 10,000	45,000	Poss. FAA Funding	D.O. #1; Obj. 3,4,5,6,7
3a	Industrial Site Dev.	Region	Federal*	13,000	13,000	Pre-Proposal stage.	D.O. #1 Obj. 3,4,5,6,7

Footnotes:

*EDA viewed as primary potential Federal funding source, with #7, and the FY 1980 Project potential Local Public Works Projects (LPW).

CAPITOL REGION

DEVELOPMENT OPPORTUNITY #2

UTILIZATION OF THE DOWNTOWN RENAISSANCE PROGRAMS WHICH ARE NOW UNDERWAY IN THE CITIES OF HARRISBURG AND LANCASTER AS CATALYSTS OR THE STIMULATION OF OTHER REVITALIZATION AND DEVELOPMENT

Promising "downtown" renaissance programs are currently underway in the cities of Harrisburg and Lancaster. The efforts are aimed at combatting the growing competition of suburban shopping centers and reversing the trend of core-area decay. The focus of the Lancaster program is on rehabilitation and revitalization. In contrast, the Harrisburg program emphasizes large-scale redevelopment involving the construction of a considerable amount of new floor space.

It is felt that in addition to benefitting their respective local economies, these efforts can also serve as catalysts for the stimulation of other renewal and development within the Region.

Preliminary planning for this effort has only recently begun.

Additional narrative and projects will be provided at later date. Projects related to these development opportunities include the following:

APPROVED PROJECTS
FISCAL YEAR 1979-80
AS APPROVED BY THE EXECUTIVE COMMITTEE OF CRPDA
AUGUST 16, 1978

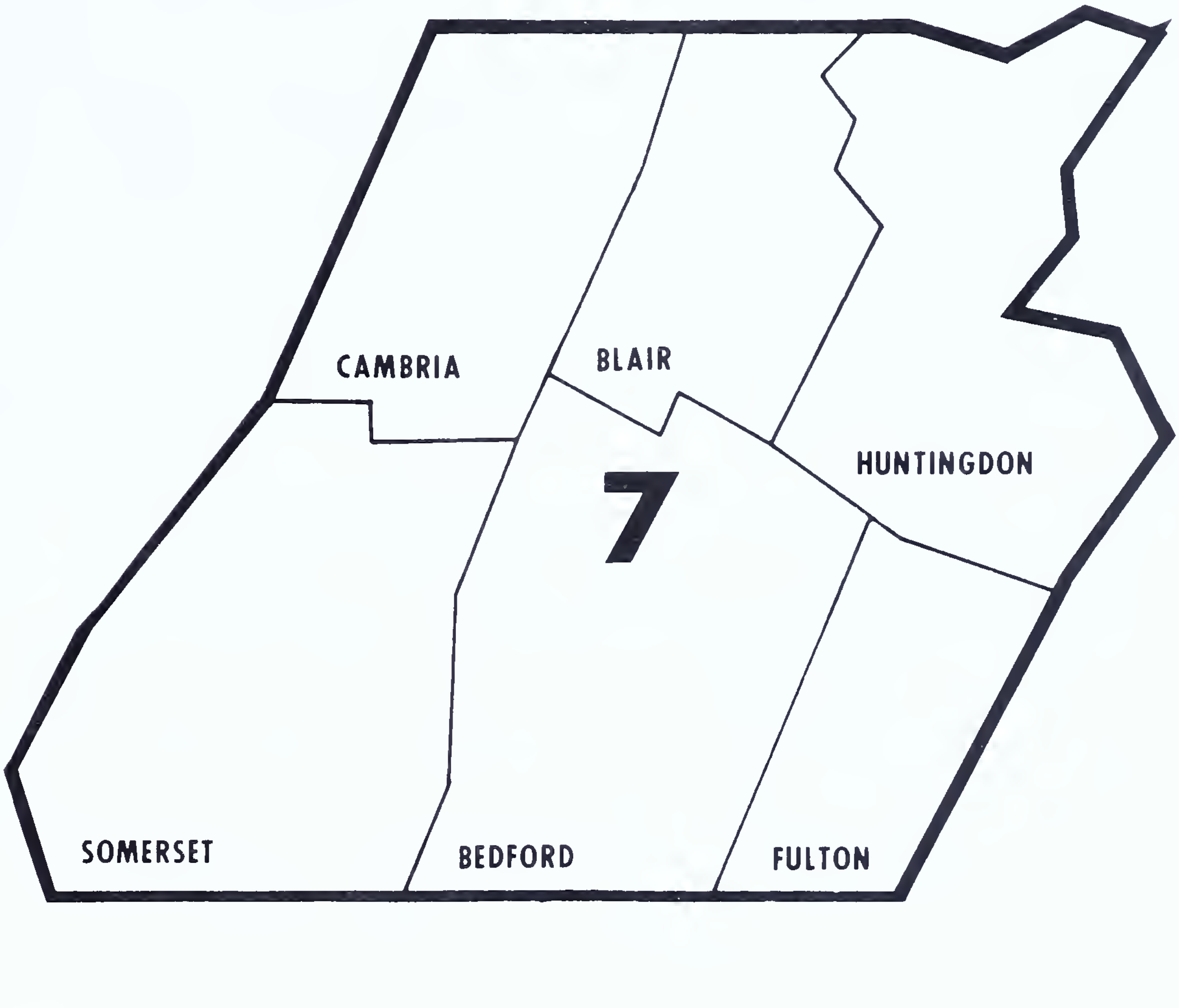
iority	Project Name	Impact Area	Funding Source	Amount	Est. Total	Status	District Goal/Obj. project would help achieve
4	Economic & Commercial Rehabilitation Feasibility Study	Harrisburg	EDA* Local (City)	71,850 23,950	95,800	Ready to file proposal	D.O. #2 Obj. 3,4,5,6
7	Performing Arts Center**	York City	State Local (City	37,000 56,000 997,000	1.09 mil	Other funds not ident.	D.O. #2
	Fiscal 1980						
	Sewer Main Line Improvements to CBD & HRA Proj.	Harrisburg	EDA* Local (City)	1.25 mil 1.25 mil	2.5 mil	Local funds to be budgeted	D.O. #2; Obj. 3,4,5,6,7

Footnotes:

*EDA viewed as primary potential Federal funding source, with #7, and the FY 1980 Project potential Local Public Works Projects (LPW).

**York City has a Redevelopment Area (RA) status under EDA's program, and hence link with the District OEDP.

Southern Alleghenies Region



AREAWIDE ACTION PLAN SUMMARY

Southern Alleghenies Region

The six counties of Cambria, Blair, Huntingdon, Somerset, Bedford, and Fulton in south central Pennsylvania are served by the Southern Alleghenies Planning and Development Commission.

Economy

Employment in the Southern Alleghenies region has traditionally had economic problems of both a cyclical and structural nature due to the resource-based nature of the regional economy and a high concentration of employment in slow growth and declining industries. The economic outlook for the region was improving, but has recently suffered a severe setback from the 1977 flood which devastated the city of Johnstown and inflicted millions of dollars worth of damage on Cambria and Somerset Counties. In addition, two consecutive harsh winters, the coal miner's strike and the impact of imports upon the textile and steel industries have added to the economic woes of the region.

Statistics for 1978 indicate that there have been major increases in the size of the civilian labor force, so that while the number of jobs has increased slightly, unemployment has risen considerably. Unemployment was most serious in Cambria and Somerset Counties where 13.3 percent of the labor force was unemployed. Gains in the nonmanufacturing industries in Blair County helped offset these job losses to a certain extent.

Unemployment was especially serious for the young. These workers have few skills, little or no experience, and are limited in the types of work they may perform.

The average per capita income in all six counties is lower than state and national averages.

Regional Economic Potentials

Despite its problems - problems of the declining steel industry, of years of neglect of social overhead capital investments in terms of community infrastructure, and an inadequate integrated modern highway system - the district has a number of strong economic potentials which aid in the regeneration of its economy:

1. The establishment of the Altoona Works as the major heavy repair center for the entire 17-state ConRail System.
2. The stabilized, and growing bituminous coal industry in its western counties.
3. A fairly well diversified industrial mix in Blair County.
4. A strong, although seasonal, tourist industry in Bedford and Somerset Counties.
5. A potentially viable central business district in Johnstown.

These factors are inter-related with other advantages resulting from community initiatives and Commission directed investments over the past decade:

1. A sound rail transportation base involving the main line of the former Penn Central, now incorporated into the ConRail System. Also, all critical branch lines, which serve potential industrial areas, were continued with the establishment of ConRail.

2. An adequate east-west transportation system in the southern portion of the district via I-76.
3. A gateway to the markets of Baltimore and Washington via I-70.
4. An effective secondary health care system which has resulted from 13 hospital expansion and renovation projects in the six counties undertaken with community support and assisted with Commission directed investments.
5. A sound education system involving both secondary schools and five colleges and universities within the six counties. Moreover, the region is now served by five area vocational-technical schools which have been constructed and placed into operation during the past decade.
6. A network of eight industrial parks which are fully functional and embrace over 1500 acres.

Other advantages accruing to the Southern Alleghenies which contribute to its potentials for economic development, though not as readily quantifiable, yet noteworthy include:

1. A quality, skilled and retrainable labor force.
2. Committed leadership in both the public and private sectors.
3. The institutional capacity to capture and build upon these potentials.

Goals and Objectives

Transportation

To develop a modern limited access highway network linking the region with the nation's markets.

To complete the adopted Regional Corridor System.

To intensify the maintenance of the existing highway system.

To provide internal access to the Regional Corridor System from growth areas and industrial, commercial, educational and recreational areas.

- To provide public and community based financing for priority access roads.

To improve upon the level of rail transportation service.

- To expand and upgrade the program for track maintenance.
- To establish an inter-city rail passenger service between Altoona and Pittsburgh.

To expand programs addressed to training and upgrading personnel in the rail industry.

- To establish a Regional Rail Training Center.

To increase the capacity of the region's airports.

- To improve the safety and reliability of air service.
- To establish airport facilities (air-industrial parks) within Bedford and Huntingdon Counties.

To fully integrate the Regional Rural Transportation Network through studies and plans and the establishment of a rural mass transportation system.

To expand the area served by urban mass transit.

To lower the user cost of urban mass transportation.

- To increase ridership throughout the urban areas.

To coordinate on an individual county basis all agencies supplying transportation services.

Economy

To aid the expansion of existing industry and to attract new industries to diversify the industrial base.

To aid in the expansion of investments, both public and private, in the commercial cores of the two major cities of the region - Altoona and Johnstown.

To take full advantage of the functional optimization concept in locating industries where the labor force resides, where the supporting infrastructure exists, and in close relation with transportation facilities.

- To establish a program designed to provide adequate supporting infrastructure for sites identified as having prime industrial potential.
- To assign high priority to industrial sites in or near communities of large related occupational groups.

To support the basic industries of the region: i.e., coal and steel.

To reserve needed industrial sites.

- To include within the program of industrial site selection and analysis, the reservation of sites for future development.
- To maximize the use of existing industrial sites.

To promote and foster the welfare of the Commission's unemployed, economically disadvantaged, and unskilled population by enhancing the opportunities for meaningful employment.

- To increase the skill level, average education level and general employability of clients.

To create a wide variety and choice of employment opportunities.

To promote the expansion of the tourism/recreation industry in a manner that will enhance the region's economy but without adverse impacts on natural assets and cultural heritage.

To increase public awareness of the effects of development projects upon the tourism/recreation industry.

- To identify and describe the impact of regional highway development.

Agriculture

To maintain agriculture as an integral Southern Alleghenies industry.

- To address the working capital problem through the Farm Credit Bureau.

- To increase the efficiency of farm operations through Conservation Plans for major farms and appropriate technical assistance to small farms.
- To promote direct farm marketing.

To formulate programs to assure the conservation of prime agricultural soils.

Education

To meet the changing needs of the students, the labor force, and industry through improved educational opportunities, by increasing the emphasis being placed by the Commission upon the educational levels of primary, secondary, vocational, adult, and post-secondary education.

- To offer full fiscal support where possible to programs within various educational levels.
- To identify and subsequently undertake needed educational projects.

To increase the interaction between educational institutions on the same level and between educational institutions at different levels. And to improve the inter-relationships of the planning units.

To address the continuing education and career counseling needs at the post-secondary educational level.

- To provide adults with information, counseling and programs through continuing education.

To coordinate regional higher education planning and programming efforts with established and proposed Commonwealth Department of Education planning and coordination approaches in higher education.

Health

To provide accessible primary and secondary care services.

- To develop a network of health care services.
- To increase the supply of health care manpower.
- To influence the distribution of health care manpower.

To establish an emergency medical services (EMS) system.

- To implement the approved plan element of the regional EMS plan.

To attract and/or retain primary care physicians within the region.

- To attract resident physicians to the region's residency programs.
- To deploy resident physicians to primary care centers.

To provide those facilities that will attract physicians to rural areas.

To increase the availability of para-professional health providers.

- To establish programs to train para-professional health providers.

To diminish public health hazards.

- To identify and initiate programs aimed at diminishing environmental, occupational and public health hazards.

Older Persons

To facilitate the communication and coordination among those agencies serving the older constituent population.

To serve as an advocate for the senior citizen.

Environmental Improvements

To advance the planning, programming, and budgeting of water supply and water service to the developed and developing areas.

To advance the planning, programming, and budgeting of sewage collection and treatment projects to the developed and developing areas.

To eliminate the solid waste problem and establish resource recovery programs.

- To resolve the solid waste problem through the planning, programming, and subsequent construction of facilities.

To provide the administrative structure to guide the proper storage, collection, transportation and disposal of solid waste.

To provide physical facilities for the collection, transportation, and disposal of solid waste.

- To establish a resource recovery system within present technological capability.

To complete the planning, programming, and budgeting for municipal services; e.g. municipal buildings, libraries, streets, sidewalks, and curbs.

- To complete plans and programs for priority municipal services with special emphasis upon those projects which have the potential for generating employment opportunities.

To maximize the expenditure of public works funds available with emphasis upon those projects which will serve the developed and developing areas of the region, as well as projects of an economic stimulus nature.

Housing

To provide a suitable living environment.

- To eliminate conditions which are detrimental to health, safety and public welfare through code enforcement, demolition, interior rehabilitation assistance, and related activities.

To initiate a regional program for the preservation and conservation of livable existing neighborhoods.

- To make readily available essential community services.
- To stimulate private housing investment.

To increase the Commission's effectiveness in its housing development concerns.

SOUTHERN ALLEGHENIES REGION

DEVELOPMENT OPPORTUNITY #1

LAKE RAYSTOWN AREA DEVELOPMENT FOLLOWING CONSTRUCTION OF A MAJOR CORPS OF ENGINEERS PROJECT

DESCRIPTION: The Lake Raystown Area Development Opportunity encompasses portions of two (2) Counties--Bedford and Huntingdon. The rationale and major purpose of this Development Opportunity emanates from the recent expenditure of approximately $100 million by the U. S. Army Corps of Engineers in the construction of Lake Raystown and its subsidiary recreational areas. The recent expenditure of this magnitude provides an outstanding Development Opportunity for this area of the Southern Alleghenies region. Impressive potentials exist for the substantial expansion of the tourist industry and the related creation of development centers-housing, commercial, and industrial. This potential exists within an area which has experienced little growth and development over the last four decades until recently when effects of Lake Raystown have begun to be experienced.

PROJECT & PROGRAM IDENTIFICATION:

The Lake Raystown Development Opportunity is comprised of two (2) major Subsets--The Huntingdon/Mount Union Intensified Impact Area Subset and the Everett Area Development Subset.

The projects and programs within the Huntingdon Area include: new multi-use development centers (housing, commercial, and industrial) at strategic locations along a number of corridors identified in the recently published Raystown Impact Area Study, Phase II, Development Planning. The rate of these development centers depends heavily upon the improvement to the highway and road system in the impacted portions of Huntingdon and Bedford Counties. These include: U. S. Route 22 and Pa. Route 26. Concurrently with the highway and road improvements, improvements must be made to the supporting infrastructure including water, sewer, and utilities.

Within the Mount Union area, the projects and programs include the acquisition and development of a new industrial partk and construction of new shell building(s).

To provide for the new industrial park, water and sewer system improvements plus the installation of other supporting infrastructure is neccessary. Complementing the industrial development activities are a proposed new medical center, community improvement projects, and publicly assisted housing.

The projects and programs of the Everett Area Development Subset include the U.S. Route 30 By-Pass of Everett and the new industrial park, both of which are now underway, in addition to improvements to Pa. Route 26. In 1976, the U. S. Congress, recognizing the impact on Everett of the Lake Raystown Project, appropriated the funds for the U. S. Route 30 By-Pass of Everett. Complementing these investments are new publicly assisted housing projects and housing rehabilitation.

Huntingdon/Mount Union Intensified Impact Area Subset

- Huntingdon Industrial Park Access Road
- Publicly Assisted Housing
- Sewage Collection and Treatment
- Vocational Education Projects and Programs
- New Medical Center
- Mass Transit
- Development Highway Corridor

Everett Area Development Subset

- Sewage Collection and Treatment
- Water System Improvements
- New Industrial Park
- Housing Projects
- Highway Demonstration Project

SOUTHERN ALLEGHENIES REGION

DEVELOPMENT OPPORTUNITY #2

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY TO RECOVER FROM THE JOHNSTOWN FLOOD

DESCRIPTION: The Johnstown Flood/Economic Recovery Development Opportunity encompasses essentially the urbanized area of Cambria and Somerset Counties plus other developing areas along the Appalachian Corridor of U. S. Route 219 from Ebensburg in the north to Somerset in the south. The rationale and major purpose of this Development Opportunity emanates from the extensive losses incurred within the Johnstown area as a result of the July 20, 1977 flood. These losses have been estimated in excess of $200 million. Many public and private investments which have been made in the past were either totally or partially destroyed in the flood disaster.

Compounding the substantial adverse effects of the flood disaster have been the reduction-in-force by nearly 5,000 in the steel industry-the major employer within the Johnstown area. In view of the foregoing, the major thrust of this Development Opportunity should be the revitalization of the flood-impacted area.

PROJECT & PROGRAM IDENTIFICATION:

The Johnstown Flood/Economic Recovery Development Opportunity is comprised of four (4) major subsets. These include the Johnstown City CBD Development, Industrial Diversification, Mining, and Social Overhead Capital (Housing and Flood Mitigation).

Those projects and programs included within the Johnstown City CBD Development are: urban renewal, private sector development, new publicly assisted housing projects, housing rehabilitation, highway and street improvements, water system improvements, sanitary and storm sewer system improvements, public safety building improvements, hospital improvements, stadium improvements, drainage and water channelization improvements.

Those projects and programs included in the Industrial Diversification Subset are: new and expanded sites, coal gasification plant, access roads, water distribution system improvements, sewage collection and treatment improvements, rail spur, and interchange re-design and reconstruction of U. S. Route 219.

Projects and programs of the Mining Subset include Mining Training School, Mine Training Curriculum, coal haul roads, and generally upgrading and revitalizing the coal industry.

Those projects and programs which are part of the Social Overhead Capital Subset include housing rehabilitation, new publicly assisted housing, and private sector housing, and a storm water management plan, the completion of which will result in the identification of required projects.

The #1 priority project for this development opportunity is the Quemahoning industrial site. In brief, the project involves the preparation of a large industrial site to accommodate a new plant facility for the ABEX Corporation, a major manufacturer of cast railroad car wheels. Total projected private investment is at least fifty million dollars in the near-term with good prospects for an equally large sum in the future. Total public investment to prepare the site is approximately six million dollars. Thus the initial public and private capital investment will total almost sixty million dollars.

The opportunity is unusually timely, coming in the wake of two large shocks recently experienced by the Johnstown area's economy:

- the July 1977 flood which has cost about 5,000 area jobs
- the recently announced closing of Bethlehen Steel's forged rail wheel plant which affect at least another two hundred area workers.

This project involves the preparation of a rail-oriented site within Quemahoning Township, a municipality in Northern Somerset County. The site consists of approximately 200 acres, bounded by the Quemahoning and Stoney Creeks. The site is

not within a flood plain, and should not cause any major long-term, irreversible environmental damages. The site will accommodate several industrial occupants, the first of which, Abex Corporation, is ready to build a facility of 350,000 square feet. Total private investment by Abex Corporation and the local Economic Development Corporation will be approximately $50 million, reconciled as follows:

Building/Foundation	$17,500,000
Equipment/Machinery	26,000,000
Inventory	6,000,000
TOTAL	$49,500,000

The Abex structure will encompass 10 acres, with other Abex property consisting of an additional 30 acres. Thus, approximately 160 acres will be available for other occupants, and will be included in the marketing compaigns of Johnstown Area Regional Industries and the Somerset Industrial Development Council.

The Abex site will create 350 jobs initially, although company officials estimate that the employment level may increase to 500 within a few years, thus, resulting in a net gain of jobs lost due to the Bethelhem Wheel Plant closing in the range of 90 - 240 within the near future. This net gain of manufacturing jobs will assist the region in addressing the loss of at least 3,300 manufacturing jobs evidenced between the Second Quarter 1977 and the Second Quarter 1978.

The major obstacle to project implementation is the site preparation costs, which cannot be met by local sources alone. Site preparation costs are expected to total nearly $6 million, reconciled as follows:

Land Acquisition	$ 500,000
Site Improvements	2,600,000
Rail Access	1,470,000
Access Road and Bridge	780,000
Package Sewer Plant	150,000
Water Service	400,000
TOTAL	$5,900,000

The Economic Development Administration is being requested to consider the funding

of the above amount under the Title IX implementation grant request.

Johnstown Central Business District Subset

- Urban Development Program
- Hospital renovation and Expansion
- Vocational Education

Industrial Diversification Subset

- Coal Energy Conversion Study
- Coal Gasification Plant
- Regional Industrial Development Promotion
- Industrial Site Addition and Expansion
- Highway Corridor Development
- Access Roads
- Water Distribution System Improvements
- Sewage Collection System Improvements
- Rail Spur Construction
- Water System Improvements
- In-City Industrial Park

Mining Subset

- Mine Training School
- Mine Training Curriculum
- Coal Haul Roads

Social Overhead Capital (Housing and Flood Mitigation) Subset

- Housing Rehabilitation - Flood Impacted Area
- Flood Mitigation Activities
- Community Infrastructure Investments

SOUTHERN ALLEGHENIES REGION

DEVELOPMENT OPPORTUNITY #3

ALTOONA (SMSA) INDUSTRIAL CORRIDOR DEVELOPMENT OPPORTUNITY

DESCRIPTION: The Altoona Corridor Development Opportunity encompasses the urbanized area of Blair County plus the developing area along the Appalachian Corridor of U. S. Route 220 from Tyrone in the north to the Claysburg - Sproul area in the south. The rationale and major purpose of this Development Opportunity emanates from the recent and current expenditure of approximately $60 million of public funds within the Altoona Central Business District and associated Urban Renewal and Community Development projects. Additionally, this Development Opportunity can capitalize upon the recent and current expenditure of approximately $45 million dollars of public funds within and surrounding the Tyrone area--as part of the Tyrone Multi-Agency Metropolitan Development Project (consisting of the three (3) major components of "Regional" Sewage Treatment; U. S. Route 220 By-Pass and relocation and reconstruction of PA Route 350 (453); and the Tyrone Flood Control Project). The expenditure of resources of this magnitude coupled with proposed Community Development and Economic Development projects and programs within this developing valley area provides an outstanding development opportunity for this portion of the Southern Alleghenies Region. Impressive potentials exist for continued public-assisted Community Development activities in conjunction with industrial and commercial investments.

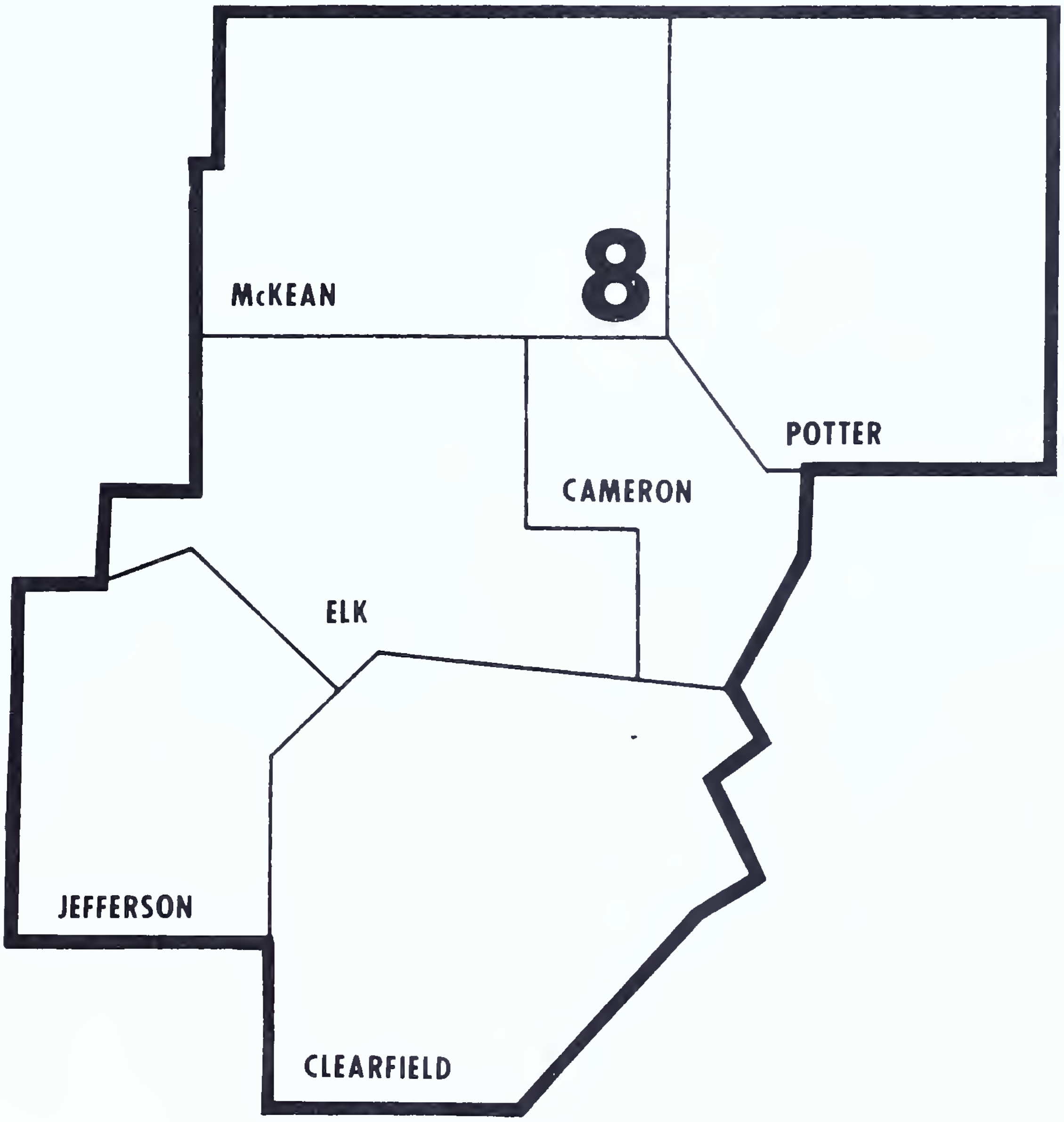
PROJECT & PROGRAM IDENTIFICATION: The Altoona SMSA Industrial Corridor Development Opportunity is comprised of projects and programs which include Urban Renewal projects in conjunction with private sector investments, new publicly assisted housing projects coupled with housing rehabilitation programs, improvement to the highway network (arterial and local), water system improvements, sanitary and storm sewer improvements, community centers, new town-in-town developments, a downtown crossover including a transportation terminal, and other transportation improvements.

Within the Tyrone area of this Development Opportunity, projects and programs include

completion of the Disaster Urban Renewal Project, completion of the Tyrone Multi-Agency Metropolitan Development Project (including "Regional" Sewage Collection and Treatment, flood control, and highway relocation and reconstruction), water system improvements, sewer system improvements, new publicly assisted housing projects, and industrial park expansion with supporting access roads.

Urban Development Projects
Sewage Collection and Treatment
Storm Sewer Improvements
Housing Rehabilitation
Regional Rail Training Center
Highway (Arterial and Local) Improvements
Bridge Improvements
Industrial Park Access Road
Vocational-Educational Expansion

Northcentral Region



AREAWIDE ACTION PLAN SUMMARY

North Central Region

The six counties of the North Central Region lie in the mountainous Allegheny Plateau of Northern Pennsylvania, and are part of a larger, sparsely populated area which is the only extensive "open" area remaining in the urbanized northeastern United States. The region is characterized by a generally rugged, heavily wooded lancscape. Hills with moderate to steep slopes have been molded by the stream erosion of the Allegheny Plateau resulting in valleys which are generally small in length and width, and are often quite irregularly shaped.

Demographic Characteristics

This adverse topography has resulted in a scattered, low density development pattern with the ridges acting as barriers. Settlements were generally built along stream valleys or at the confluence of two streams. The population can be characterized largely as rural, non-farm.

The total population of the region in 1970 was 231,490 with an overall density of 45.5 persons. Since 1920, the population has been generally declining with Clearfield and Jefferson Counties experiencing the greatest percentage losses. Only Elk County has shown modest population gains during the last two decades. Exact figures are not available, but since 1970 there appears to be a trend toward some growth in the region and OSPD projections indicate population gains can be expected throughout most of the area.

Natural Resources

Approximately 90 percent of the land area in the region is forested providing a valuable economic and aesthetic asset to the region. The extensive hardwood stands form by far the most valuable asset in timber production. The recreation potential of the region is also greatly enhanced by this natural resource. Finally, forests are useful in maintaining high environmental quality as they provide a habitat for wildlife and act as an excellent retaining filter for water runoff. Since the headwaters of three major river systems are located within the region, this last function has statewide as well as local significance.

Other natural resources which are important to the region are coal, petroleum and natural gas, all of which provided the impetus for the settlement of the region in the latter half of

the 19th Century. By the mid 20th Century, mineral resource extraction had become much less important in the overall economic situation, but the increasing demand for energy resources and new technology has once again led to an increase in mining activities.

In dollar value, bituminous coal which is primarily strip mined, is the most important mineral resource of the region. This resource is concentrated in the southern portion of the region, especially Clearfield County. Substantial economic benefits have been realized from coal production in these areas, but large tracts of despoiled and barren land and poor water quality from acid mine drainage as a result of previous mining operations are also a legacy.

Production of petroleum and natural gas is concentrated in McKean County with minor amounts produced in Potter, Elk and Jefferson Counties. Other mineral resources which have been mined include clay, shale, sand and gravel and stone.

Agriculture is of only minor importance throughout most of the region as poor soils and steep terrain preclude much productive farming. However, there is good agricultural land in the northern section of Potter County and a small area in northeastern McKean County and moderately good land throughout most of Jefferson and the southern portion of Clearfield

County. Development pressures, especially from the second home market and the coal industry, are resulting in conversion of much land to non-farming uses.

Economy

The economy of the region, as with most of Appalachian Pennsylvania is heavily dependent on the manufacturing sector which provides 32 percent of the employment. Further 75 percent of these jobs are in the durable goods industries. This lack of diversity is especially apparent in Elk and Cameron Counties where over half the jobs are in manufacturing and over 90 percent of these in durable goods.

Wholesale and retail trade accounted for only 13.7 percent of the employment opportunities in 1975, considerably below the state average. The service sector, representing 11.2 percent of the work force, is also considerably below the state average of 17.2 percent. Residents of the region are apparently going elsewhere to meet their trade and service needs. Within the service sector employment in the subcategory, medical and health service, was 6 percent below the state average indicating a possible lack of health care personnel in the region. Growth is occurring in the number of people employed in both of these sectors with by far the biggest increases in Clearfield County.

Employment in the government was 10.2 percent of the work force compared to 16.3 percent for the state. During the past five years employment has increased, but at a slower rate than for the state.

The contract construction and the transportation, communications and utilities sectors have both been declining in the region. This latter sector has been following state trends while the former is in direct contrast to the increases which have been occurring for the state as a whole. The finance, insurance and real estate sector, which has been increasing rapidly, made up 2.1 percent of the total work force.

The mining sector provided jobs for 4.5 percent of the work force in 1975. This figure represents a tremendous increase in the region and is also considerably higher than the state average. However, because of mechanization, mining will never be a major employer again.

Overall, the number of jobs increased 11 percent between 1970 and 1977 providing a very optimistic employment picture. The economy is also more diversified, although there continues to be a heavy dependence on durable goods industries. Unemployment rates have been decreasing as well so that in 1976 the regional rate was only slightly above the state rate. Per capita income

has been increasing, and at a faster rate than increases for the state and the nation. These three statistics indicate that, while the economic situation is far from perfect, it has been improving within the last few years.

Housing

The following housing statistics for the North Central Region readily attest to the scarcity and general deterioration of the regional housing supply: (1) The average vacancy rate for the region is approximately one-half the norm; (2) More than 60 percent of all housing units were constructed prior to 1939; (3) Fewer than 14 percent of the housing units were built after 1960; (4) The median value of housing units is among the lowest for the state; (5) The median contract rents are extremely low; and (6) About 15 percent of the total housing supply is dilapidated or substandard.

An estimate prepared by the Regional Planning Commission indicates that approximately 15,000 new units will be needed by 1990 if the population does not increase. Any increases in population will require even more units.

Health

There are eleven hospitals within the six county area, with every county except Cameron having at least one. At present, there are also six primary health centers operating.

A major health problem for the region is the lack of physicians. Typically, areas with a physician per population ratio greater than 1/3000 are considered severely lacking sufficient primary care and the national average is 1/2000. Four of the six counties are above the 1/3000 figure. All six are above the 1/2000 figure. The primary health care centers are seen as the most successful method for attracting and retaining new physicians.

In addition to the lack of physicians, the region suffers from extremely acute shortages of nurses, x-ray technicians, medical technicians and a host of other health professionals. A major reason for the shortage is that there are no training programs available in the area. People trained elsewhere usually do not return to the region for employment.

The most serious problem for the emergency medical service system has been the uncoordinated and inadequate communications system. For example, in many areas ambulances cannot communicate with each other and with the hospitals.

Transportation

As might be expected in this sparsely populated region, there is a far lower density of surfaced highway miles than the state average. In some areas of the region, there is extensive unpaved mileage which is not included in the density figures.

There are three major east-west highways through the region providing the major access to other areas as well as providing for movement within the region. Interstate 80 is the only significant four-lane limited access highway in the region. U.S. Route 322 running parallel to 80 and U.S. Route 6 crossing the northern section of the region are primarily two-lane roads.

North-south passage through the region is much more difficult. Route 219 and Route 119 which joins it in DuBois, are the main highways serving this purpose. Both highways are primarily two-lane with some severe problems of congestion and dangerous roadway.

Highway travel is increasing in the region, although at a lower rate than the rest of the state. Increasing truck traffic has been accentuating highway deficiencies. Inadequate bridges and road surfaces insufficient to handle weight conditions of the motor freight industries are additional problems. Improved highways are needed to promote employment and service linkages in the region.

Nine commercially licensed airports serve the North Central Region. Of these, only the Bradford Regional Airport has a significant amount of commercial traffic. The DuBois-Jefferson County Airport is the only other airport with regular passenger service. The primary function of the remaining seven airports is to service small, light, private aircraft.

The Region 8 Aviation Advisory Board developed a priority listing of airport improvement projects in the region. These projects included runway construction and development and expansion, improvement of navigation aids, and other projects designed to improve the safety and utility of the region's airports. The highest priority projects include improvements to St. Marys Municipal Airport, DuBois-Jefferson County Airport and the Bradford Regional Airport.

Rail transportation in the North Central Region is no longer considered adequate in terms of quality and quantity of available service. Numerous lines throughout the Region have been abandoned. Remaining lines are generally in poor condition which results in longer shipping times, making rail service less competitive with alternate modes. Since highway and air networks in the region are poor, deficiencies in the rail sector are especially serious for local economic development.

Recreation Facilities

The North Central Region has a tremendous potential for recreation and tourist related development. A large part of the Allegheny National Forest lies in Elk and McKean Counties. Each county within the region has a state park, state forest and state game lands. These areas provide outdoor recreation opportunities for the resident as well as attract others to the region.

Problems center on a lack of facilities development, conflicts between different uses and overuse of some low-density facilities.

Community Facilities and Infrastructure

Large areas of the region are inadequately serviced or unserviced by sewer and water facilities. All of the larger boroughs and both cities have facilities for most or all of their residents, although some of the systems are inadequate to meet the demands placed upon them. Large areas of the townships and some of the smaller boroughs are lacking in one or both facilities. Some of the unserviced areas have sufficient densities to make sewer and water facilities necessary or desirable. The AAP provides data on existing systems - their use and capacity.

Industrial parks are seen as a way to reduce some of the problems associated with economic development in the region. There are a number of sites which have been developed or which are in the process of being developed. Some of these parks have not yet been filled. Others are at or near capacity.

The North Central Region has extensive raw energy potential. However, it has no electrical energy generating facilities and only limited gas and oil production facilities. All but a very small percentage of the area's resources are exported to other sections of the state or nation, and virtually all of its electrical power is imported.

Goals and Objectives

Urge the orderly and efficient growth and development of the region in accordance with the needs and desires of the regional community.

- Encourage the wise and long-term use of the area's natural resources in order to preserve the character of the region and to minimize drastic economic and environmental fluctuations.

Overcome infrastructural constraints on the economic development and growth of the region.

Improve the quality of life of the regional community.

- Encourage the preservation and enhancement of the natural environment amenities and socio-economic opportunities of the region.
- End population outmigration in the region.
- Reduce or eliminate the problems of public health hazards, unsafe conditions and physical and environmental deterioration.

Policies

Regional Development:

- Future development in the region should be concentrated where sewer and water services can be provided as inexpensively as possible.

- Development in growth areas should be guided to occur in a systematic and well designed pattern - the goal of which is to enhance the entire living environment.
- Provide measures to assist in the preservation of prime agricultural lands and land currently being farmed while recognizing that much land currently used as farmland is marginally suitable for crop and livestock production.
- Locate industrial uses so as to provide easy access to water and sewerage services, power utilities and access roads.
- Encourage increased development of regional transportation systems, including an improved north-south corridor.

Housing:

- Find alternatives to traditional housing so that the private market can meet more of the need.
- Increase the efficiency of present structures in meeting the housing need and maintain the existing good housing stock in a sound condition.
- Provide opportunities for mobile homes and mobile home parks so that they will maximize the health and safety of the residents and the well being of the community.
- Improve the condition of existing housing stock, including energy conservation measures, through rehabilitation.

- Meet the existing housing need for low and moderate income families.
- Increase the areas serviced by sewer and water facilities, and use these facilities to encourage cluster development.

Natural Environment:

- Encourage the location of new development outside areas of steep slope, while recognizing that certain small scale developments cannot avoid steep slope areas.
- Encourage positive reclamation efforts in current mining areas and, when feasible, restore older mined areas.

Industries and Mining:

- Encourage industries to locate in industrial parks when suitable sites are available.
- Encourage industries to locate close to labor supplies, in areas where sewer and water facilities can be provided and away from environmentally sensitive areas or where associated pollution could mar residential neighborhoods.

Commercial:

- Encourage the strengthening of the retail and service sectors within the region.
- Encourage the revitilization of downtown business districts.

Energy:

- Support alternative energy sources and the sharing of utility rights-of-way.
- Encourage small power plants (of around 100 MW capacity) as the most suitable size to service local areas in the region.
- Encourage power plants to be sited in order to minimize undesirable impacts and the cost of electricity to the consumer and maximize energy conservation and the contributions of the facility to the local community.
- Support renovation and demonstration projects to encourage energy conservation.

DEVELOPMENT OPPORTUNITY #1

IMPLEMENTATION OF AN ACCELERATED GROWTH AREA GROWTH STRATEGY FOR ELK COUNTY

Summary

The development opportunity concept has evolved from the regional Accelerated Growth Area Process developed by the North Central Pennsylvania Regional Planning and Development Commission. Through the AGA Process, it was hoped that the counties could realize their full economic potential without destroying the area's traditional life styles or the character of its existing communities.

Elk County comprises the central portion of the Bradford-DuBois growth corridor. This corridor contains approximately 50% of the region's total population. Additionally, a large proportion of the region's total economic activity takes place within the corridor.

Past analysis indicated that the St. Marys area presents an opportunity for expanding the commercial activities taking place in the county. Ridgway should be further developed as the Government-Financial center in the county and the Johnsonburg area presents the greatest opportunity for the future deversification of the county's economic base.

St. Marys is the appropriate area for development as the commercial center of the county. In addition to having the largest commercial sector in the county economy, the most rapid population growth in the county is occuring in the area surrounding the Borough of St. Marys. Presently, many Elk County consumers are forced to travel a long distance to find adequate shopping opportunities.

The concept of functional specialization would also indicate that Ridgway should continue to be developed as the Financial and Governmental Center for Elk County. The majority of Federal and State government workers are already employed in the borough and further development of the area in

this way will allow for increased linkages among these financial, legal and government sectors.

Although Johnsonburg does not possess a large number of industries now, the area around Johnsonburg contains the majority of developable land in the county. The large plateau located southwest of Johnsonburg offers an ideal place for a centrally located industrial park and housing development.

The functional specialization process will develop each sector of the Elk County economy where it has the greatest potential for growth. The concentration of a particular economic activity will tend to increase the linkages among the three independent areas, and will provide more extensive and diverse types of economic activities in the county than each of the three boroughs would be able to produce individually and in competition with each other.

In summary, the potential is present to develop one of the strongest rural economies in Pennsylvania. All that is needed are selected infrastructural investments to provide the framework for building upon the existing potentials.

PROJECT SUMMARIES

ST. MARYS AREA INFRASTRUCTURE

*Elk Haven Water and Sewage Extension:

The first step for the development of the Elk Haven Industrial, Residential, and Institutional Site. The project will enable sewage and water facilities to be available for an anticipated 113 acre industrial park, 160 acres of housing, and a 5 acre institutional site.

*Elk Haven Housing Site Development:

The 160 acre housing development will enable workers at the nearby industrial park to locate near their place of employment. The readily available housing will be an added plus for attracting potential industries into the area.

*Sewage Treatment Plant Expansion:

With the anticipated development of the Elk Haven site and other planned development in the St. Marys area, the existing sewage treatment plant will be unable to handle the anticipated growth. This project is essential before any new housing construction can take place at the Elk Haven site.

OTHER ST. MARYS AREA IMPROVEMENT PROJECTS

*St. Marys Airport Expansion

The planned airport expansion will provide area residents with easier accessibility to air transportation. The main benefit, however, will be derived from offering business firms added air transportaion services to meet their present needs.

*Elcam Vocational Rehabilitation Center:

The construction of the new Elcam Vocational Rehabilitation Center located at the Elk Haven Site will offer training and employment for between 100 and 115 area residents. Elcam works in close cooperation with local industries in training and placement of students. They also do subcontracting work for local industries.

*Bennetts Valley Water System:

To accommodate existing and anticipated growth of new residential housing units in the Bennetts Valley area, an adequate water system must first be provided. The Bennetts Valley water system will enable the construction of new residential housing units helping to serve the St. Marys area housing needs.

*Kersey Sewage:

The completion of the Kersey Sewage Project will enable the residents of the Kersey-Fairview area to be provided with adequate sewage facilities. This project is a temporary solution to the Kersey area sewerage problem and will eventually be connected with the St. Marys sewage treatment

plant as part of the overall plan for development of the St. Marys area.

JOHNSONBURG/RIDGWAY MULTI-PURPOSE DEVELOPMENT

This project when completed will combine an industrial park, residential site, and cultural/recreation center in one location. The project will involve improvements to the infrastructure of the site through planned projects involving the development of internal access roads, package sewage treatment, a 15" water line up Montmorenci Road, and improvements to Tambine Road. The completed project will offer a prime industrial site employing up to 1600 persons which will aid greatly in diversifying the industrial base of the area. The proposed residential development of 450 housing units will help alleviate the chronic and persistent housing recreation center, will offer a much needed facility for this area.

OTHER JOHNSONBURG AREA PROJECTS - INFRASTRUCTURE IMPROVEMENTS

*Johnsonburg Sanitary Sewer Improvements and Water System Improvements:

These two projects are located in the Silver Creek area of Johnsonburg, which has become the main center of residential growth. At present, water and sewer facilities are marginal and would be unable to handle anticipated residential growth. As well as providing for future expansion, the two projects will correct the current existing problems of inadequate water pressure and sewage treatment.

*Johnsonburg Industrial Site Development:

This project involves the construction of access roads, storm sewers, water lines, sanitary sewer lines and lighting. The completed project will provide the site with all infrastructure facilities needed to make it a viable park.

Ridgway Projects

*Boot Jack Hill Residential Development:

The project plan calls for two separate residential sites located on two large plateaus at the top of Boot Jack Hill. The eventual development of both sites will involve the extension of both sewer and water lines to serve the housing development.

*Ridgway Office Complex:

The main objective of the Ridgway Office Project is to establish Ridgway Borough as the government and financial center of the area. As anticipated growth is realized, Ridgway will emerge as a financial center to complement the development of Johnsonburg as an industrial center and St. Marys as a commercial center.

*Elk County General Hospital Renovation:

This project will provide for much needed renovation of the Elk County General Hospital. The present building is outdated and does not meet state health standards.

OTHER ELK COUNTY PROJECTS

*James City Water System:

The project involves the removal and replacement of the existing water supply system in James City to meet state health requirements and meet increased community demand. The project will also supply water for fire protection which was previously unavailable to the community.

*Highland Township Sewage System:

The proposed project will provide residents of James City with an adequate sewage collection and treatment system replacing the antiquated system which is approximately 70 years old. The area served by the treatment facility covers about 110 residential dwellings.

NORTH CENTRAL REGION

DEVELOPMENT OPPORTUNITY #2

INCREASING REGIONAL ECONOMIC ADVANTAGE THROUGH AREAWIDE HEALTH SYSTEMS IMPROVEMENT IN THE NORTHCENTRAL REGION

Summary

The intent of this program is to answer many of the health needs of North Central Pennsylvania in a manner that in the short run will show tangible evidence of improvement in health indices while in the long run, will result in positive economic impact for the region. By developing improved health services, geared to augment the existing health industry in the region, the overall health environment and socio-economic climate of the region would be stimulated. The program is best conceptualized in a systems perspective due to overlapping functions of the various components. By looking at each system and its functions, it is easy to understand the rationale, accomplishments, and potentials of the program.

The large system which encompasses all others within the program is the Regional Health Development System. This system is composed of a Regional Human Resources Council, made up of consumers and providers, and the staff members of the Human Resources Program of NCPRPDC. The advisory council serves as a medium for community input which gives direction to staff regarding priorities of program development. This committee provides the regional board with its recommendations and this board then is responsible for assuring that rational development occurs, relevant to the region's needs. This health development system is the catalyst which initiated the following sub-system development.

The first sub-system was a regional system of primary care. Responding to a severe need for primary care within the region, the Human Resources Advisory Committee endorsed the development of four primary health care centers as well as regionalization of the system encompassing shared management and administration services within these health centers. This system of primary care delivery interfaces with every system in the health development program.

The Health Manpower System exhibits an example of this interface through the process of physician recruitment for the primary care system. Besides this function however, the manpower system is involved in developing health profession training within the region. A variety of ancillary health profession training courses could be developed. This development is crucial to rejuvenating the supply of health professionals in the region as well as to the expansion of the health industry in the region. Another system is the Emergency Medical Services System. Responding to the need for efficient emergency care, the Regional Human Resources Advisory Council is working with the providers of emergency care, the Emergency Medical Services Planners, and community representatives in improving this service. Specifically, a communications package for the North Central Region is being developed. A system of secondary care facilities (hospitals) is invaluable in initiating an overall health development program. In order for such a system to occur, a forum for open communication must exist between hospitals. The Regional Human Resources Committee has proven to be effective in providing such an opportunity. Hospital participation has been encouraging and is hoped to continue. By planning together, these facilities will be able to develop efficient patient referral mechanisms which will maximize secondary care service delivery as well as potential tertiary service development. Such a system will insure quality care at the most economical level possible.

The final system which the health development opportunity program entails is the Environmental Health System. This system is yet to be developed because it is somewhat dependent upon the maturation of the other sub-systems. Environmental Health is an area which is particularly hard to address unless needs can be identified and addressed on a systematic basis. Once systems are functioning such as primary care and emergency medical services, data can be collected to measure the incidence of environmentally related diseases. This data would make epidemiological study of the region possible.

Project Summary

Primary Health Care System Construction Projects:

1. Smethport Area Primary Health Center:

   Renovation of the old Sena-Kean Manor to house the new primary health care center. The cost of this project is estimated to be approximately $45,000. This project is to be started almost immediately and is to be funded locally.

2. Development of a Regional Laboratory for Primary Health Care Centers in the State

   This project would require a feasibility study prior to the initiation of the project. At the present time, it appears that there is a real need for this type of facility. Presently, health centers send lab procedures to such far away places as Oregon, Chicago, New York, and many other places out of the state. The proposed project is scheduled for development within the next year. NCPRPDC is requesting a feasibility study to commence this year. The cost of this feasibility study would be approximately $25,000. NCPRPDC is looking to the Appalachian Regional Commission to fund this study.

Management and Administration Unit:

This program has already been initiated and is the management unit for three of the four health centers at the present time. The fourth health center is expected to become part of the program shortly. The program is comprised of an administrative function which deals with administrative procedures and day-to-day operation of the health centers. The accounting system has been computerized in a common format for all the centers, as well as a daily summary sheet and report forms. These generate the data which is used for reporting to the individual health center boards and the various other sources which require reports. The program also has a coordination function which takes problems or needs common to more than one

center and tries to work out some solutions. Coordination of a specialty service for more than one clinic could result in making that service available at the clinic site rather than having to travel for that service. Other areas of coordination include: continuing medical education for the health centers, workshops for the health centers, recruitment of personnel, development of special arrangements (such as a pre-paid health care plan) and many other items. The other function of the program at the present time is a Regional Clearinghouse for health personnel. Part of this function has been initiated and it will not be funded until this fall. At the present time, the program is operating with two administrators, a systems coordinator and a secretary/bookkeeper. Some additional direction has been added by the Human Resources Program Director to get the program off the ground. An additional clearinghouse secretary will be added in the Fall. The program is currently funded by the Pennsylvania Department of Health, Division of Primary Care Development, and individual contracts with each of the participating health centers.

Starting in October, the Appalachian Regional Commission and the individual health center contracts will operate the program for a year. After that period, it is hoped that the program will be self-sufficient. The cost of this program at this time will be $104,674 for the next year starting in October.

*Emergency Medical Services System:

Within the Emergency Medical Services System there are fourteen components of the system which must be planned for and delivered in order to assure a complete system. However, one of the very most important components is the Communications System. This is also one of the most costly systems to put together. In the Health Systems Statement for the region, it is classified as the number one priority item for development this year. This system is in need of development, and the funds are being programmed to develop it for the coming year. The basic communications package consists of radios, transmitters, towers,

emergency consoles, and hardware necessary to put the systems together. Currently, a Regional Communications Package study is being completed and the necessary figures and equipment specifications will be available to determine what the costs of this program are going to be. The proposed funding for this project is the Appalachian Regional Commission Section 202 health dollars. A project sketch and proposal will most probably be in the NCPRPDC's Project Package for the coming year. The project would be funded for a three year period, and is on an 80% federal and 20% local match grant.

Another aspect of the communications entity or system is the access to it. In most EMS systems a 911 activator or central number dispatch is a necessity. The 911 system should be used in this package also, but no funding mehcanisms for putting this part of the system together have been determined as yet. Every county of the region needs to develop 911 capabilities. There is only one area in the region which has it at this time, and that is the DuBois area. Other problems with this project are trying to raise the local 20% matching monies. It is generally felt that in most cases, the local share can be met but, in some special cases, there may be some problems.

*Health Manpower Development System:

An Associate Degree Registered Nursing Program has been proposed for funding at the University of Pittsburgh - Bradford Campus. This would be a two year program and would provide the area with its only RN Program. This associate degree program is to be funded by ARC and is also a three year program. This project has potentially identified the financial support it needs to continue after the third year. In addition to the RN program, Allied Health Specialties are needed and a program to develop these is being sought. This program could be developed with the RN Program and could also be developed at additional sites. This project has not identified a funding source. The project has not delineated costs as yet, but these figures will be available at a later date. Some possible

funding sources are ARC, HEW, and local dollars. This project should be ready to be funded by January, 1979. However, there are currently no funding sources for Allied Health Specialties.

DEVELOPMENT OPPORTUNITY #3

REGIONAL ENERGY DEVELOPMENT OPPORTUNITY

The development opportunity would examine energy and its influence on the development of, or lack of new development, within the Commonwealth and would develop a methodology to monitor, evaluate, duplicate and integrate an energy plan into all economic development opportunities. By arranging for a process to implement a comprehensive systems approach to the multi-utilization of energy, the Commonwealth will be capable of a dual ahcievement: (1) attaining a level of energy dependence and (2) attaining a leverage over competition to bolster economic development.

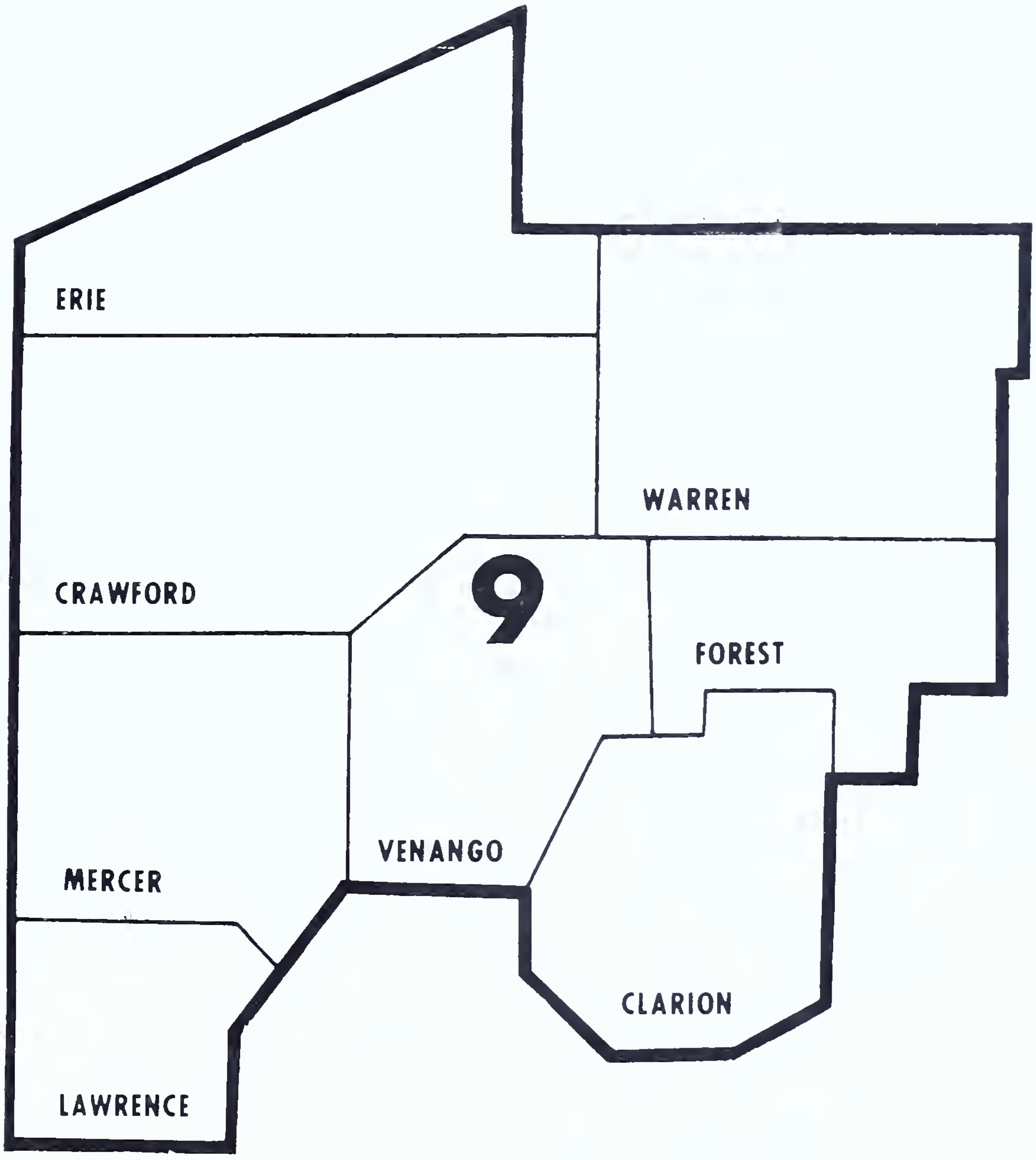
Five basic functional areas will initially formulate the energy development opportunity which will collectively contribute towards strengthening the economy of the region and the Commonwealth. Although not developed, a list of projects might include:

1) Research and development of alternative energy sources
    - Wood and wood waste
    - Coal seam methane
    - Shale gas
    - Resource recovery from solid waste
    - Charcoal gas
2) Energy conservation
3) Coal roads assessment
4) Energy efficient housing opportunities
5) New technology

Pennsylvania's growth rate in economic development, population and employment is far behind that of the nation and it is a trend that must be reversed if Pennsylvania is to achieve any social, political, or economic goals. Pennsylvania is suffering from the energy dilemma and will continue to lose industries, degrade the environment, and deplete our nonrenewable resources unless a comprehensive energy plan is implemented. Directly, the energy development opportunity will create jobs, retain existing jobs, stimulate new technology, increase manufacturing efficiency, increase housing efficiency, manage renewable and nonre-

newable resources, improve coal haul patterns and create alternative sources of energy. Indirectly, the development opportunity will also increase the tax basse, prevent existing erosion of the tax base, generate more purchasing dollars, and enhance the opportunity for a growth rate within the Commonwealth.

Northwest Region



AREAWIDE ACTION PLAN SUMMARY

Southwest Region

Nine counties are included in the Southwestern Pennsylvania Economic Development District. Those counties are Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Washington, and Westmoreland.

Physical Characteristics

Most of the Southwest Region is characterized by rugged topography with steep slopes. Much of the flat land in the region lies in the flood plains of the major streams. Here construction is easy and soils are good for farming. The tops of hills and ridges also have gentle contours, and thus are suitable for development and farming, but access to them has traditionally been difficult.

In addition to creating serious problems for development, the hills have contributed to the factors making air pollution a major problem in Southwestern Pennsylvania. The heavy industrial base and the climate are the other contributing factors.

The river system has provided a transportation network for much of the region, as well as a supply of water. The focus of the drainage system is the meeting of two rivers, the Allegheny and Monongahela, to form the Ohio River at Pittsburgh.

The district does not suffer from a water shortage. Water pollution by industrial and municipal users and mining operations and unequal distribution of water are problems. In some locales natural sources of water are insufficient and existing facilities

to bring in, purify and distribute water are inadequate to handle the current demand.

Land Use

Approximately one-third of the land in the District is currently in agricultural or forest uses. Washington and Greene Counties have the largest percentages of farmlands while Fayette County, because of its rugged terrain and generally poor soils, and Allegheny County, because of extensive development, have the lowest percentage of agricultural land.

The region has a less continuous pattern of development than much of the country, but within the developed areas, the intensity of land use is high. The reason for this development pattern seems to be primarily topographical.

Inthe central portion of Allegheny County development has spread beyond the lowlands of the river valleys, although even here neighborhoods are separated by topographical breaks. In addition to the dense settlements of the river valleys and the metropolitan core of the District, less compact nodes of urban development are strung along a few major highways. There are other small urban concentrations, but most of the territory between these corridors is undeveloped.

Demographic Characteristics

The population of Southwestern Pennsylvania increased 11.6% from 1940 to 1970. The rate of increase has been slower than that for the state and the nation.

The population density for the region in 1970 was 429 people

per square mile, considerably greater than the density for the Commonwealth. However, only the three most urban counties are more densely populated than the Commonwealth as a whole. Similarly, the region's population is 75% urban, but tremendous variation exists between counties.

As in most of Pennsylvania, the young adult age group is leaving the region. The largest single age group in the region is the 0-14 year old group. Unless effort is expended to create strong inducements to remain within the district, these children may also leave as they grow up.

The region's largest minority group is its black population. Although the percentage of blacks is less than for the state and the nation, it is higher than for other districts in Appalachian Pennsylvania.

Natural Resources

The most important mineral resource in Southwestern Pennsylvania is, by far, bituminous coal. The district contains 67.7% of the total known coal reserves in Pennsylvania. Crude petroleum is next in importance as Armstrong, Beaver, Butler, Fayette and Greene Counties are blessed with both of these natural resources. Indiana and Westmoreland Counties have only bituminous coal as their main natural resource. Allegheny County, in addition to bituminous coal and crude petroleum, also has a substantial amount of natural gas. Oil and natural gas is a continually diminishing industry, but coal production in the region is increasing.

The area is composed both of counties which are scarcely forested to those which are almost completely forested, with the

proportion of forested area reflecting the degree of urbanization. Approximately 50% of this forest land is used commercially.

Dairy products constitute the major source of farm income throughout the district, except in Armstrong, Butler and Allegheny Counties, where nursery and greenhouse products yield more income. The growing of mushrooms in abandoned limestone mines accounts for a substantial part of both Butler and Armstrong County agricultural production and employment. Unlike other agricultural products, the mushroom industry has been expanding and is expected to continue to do so.

Transportation Facilities

Southwestern Pennsylvania has transportation links of every major type for both inter- and intra-regional connections including railroads, highways, inland waterways, airports and pipelines.

The density of highways and highway usage is greater in the region than in the state as a whole. This high density is consistent with the relatively high degree of urbanization. The major highway deficiency is the lack of a satisfactory modern highway route from Pittsburgh to I-79 in the north.

Both the rail and waterway transportation systems were built up around the iron and steel industry. While a large network of railroads still exists and accounts for a very sizeable amount of tonnage shipped, its relative importance has declined over the years. Here, as elsewhere in the state, poor quality and continued deterioration of the system are the major problems. On the other hand, the district's waterways, which are a direct connection to the Ohio-Mississippi-Gulf of Mexico system, are heavily used. In

fact, Pittsburgh is ranked in the top ten in the United States as a port.

A large proportion of the state's gas and oil pipelines travel through the district. In addition, the Greater Pittsburgh International Airport, and all of the surrounding supporting airports offer enough passenger and freight service to be classified as a Large Air Traffic Hub by the Federal Aviation Administration.

There is a great need for a more efficient, comprehensive, expanded system of public transportation for Pittsburgh and the surrounding area, but presently there is a lack of agreement on which type of system should be constructed.

Health

The infant mortality rate for the district is approximately equal to the national average, but the more rural areas have rates significantly higher than the national rate. Mortality rates for seven of the ten categories of the most frequent causes of death are higher in Southwestern Pennsylvania than in the State.

The district has a network of hospitals and no apparent problem with shortages of most of the health professionals. However, lack of accessibility to facilities in rural areas, maldistribution of personnel and services, and duplication of services in areas of concentration are all problems of the district. Because of these and other health problems, virtually the entire district has been designated as a medically underserved area.

Economy

Southwestern Pennsylvania's employment structure is less dependent on the manufacturing sector than the rest of the state, although it remains an extremely important source of jobs (31.41% of total employment). The services and retail trade sectors provide a significantly higher percentage of total employment (33.14 and 16.27 respectively) than they do in most of the regions in Appalachia Pennsylvania. The biggest variation from statewide trends is in the mining sector where the percentage employed in the district is nearly twice that for the state. It nevertheless remains a minor employer in the district as a whole (1.66%).

Tremendous variations exist in employment characteristics between counties. For example, in Greene County over 18% of the labor force is employed in the mining sector and only 14% is employed in manufacturing. Fayette, Indiana and Armstrong Counties, while having significantly lower percentages, also have relatively large numbers of people employed in the mining industry. Manufacturing is extremely important in Beaver and Westmoreland Counties where close to half the employment is in this sector, and service employment is unusually important in Allegheny County. The general trend for the district has been a rapid growth in services, government, and trade with a sight reversal in the decline of the durable goods industry.

Within the manufacturing sector, by far the dominant industry is the Primary Metal Industry. This industry along with the other major industries in the region produce manufactured goods whose primary market is outside of the area. The coal and dairy products produced in the region, however, are primarily sold for use within

the area.

Unemployment rates for the district have tended to parallel state and national rates. However, Fayette and Armstrong Counties have consistently experienced unemployment rates higher than the other counties, while Indiana County has had substantially lower unemployment rates than the others. Labor force participation rates for all of the counties have been considerably below the state and the nation.

Social Sphere

Virtually every type of recreational facility is available in the district, but the distribution and absolute number of these facilities may be less than desirable. Primary and secondary educational institutions, on the other hand, seem to have relatively equal facilities throughout the region and overcrowding is not evident. Nevertheless, dropout rates vary dramatically between areas.

Per capita expenditures on public services vary greatly between municipalities, but generally the largest amount of funds is spent on police protection and the least amount on public health services. Generally speaking, the municipalities have fairly low per capita bonded debt and fairly high credit ratings.

Goals and Objectives

Goal 1. - To improve individual and community economic potential through improving individuals income earning potential and community economic growth.

1. To increase individual income (per capita) through expanding employment opportunities.
2. To modernize antiquated industrial plants and supporting facilities for retention of existing employment.
3. To improve employment opportunity through creating new job opportunities and better skill training.
4. To improve central city economic development potential through creating more service oriented business development, job training for the unemployed, and physical environment improvement.
5. To improve and coordinate the industrial infrastructure location in order to provide cost-effectiveness to the new, expanding, or relocating industries.
6. To improve research activities and to increase technological resources in the region.
7. To modernize industrial structure through diversifying industrial activities.

Strategies

Among many of the region's development opportunities, increasing coal production and the Volkswagen Automobile Assembly Plant will provide a stronger economic growth impetus in the region. In order to achieve the specific development objectives outlined above, the District will maximize the opportunities presented in expanding employment and overall economic adjustment.

1. Encourage maximum utilization of public and private funding sources creating community facilities and industrial infrastructure in support of new economic activities. Greater

emphasis will be placed on the creation of water and sewer services , industrial park development, job training facility construction, and transportation network improvement.

2. Promote and encourage inducement of energy related industries by providing location and public service advantages.
3. Accelerate manpower training for coal industries and other supporting industries of the Volkswagen Assembly Plant.
4. Increase coordination in economic development activities in the region to achieve well integrated development programs.
5. Assist businesses and industrial job training for youth, females and the unemployed in the central city.
6. Assist in improving the utilization of existing job market information to maximize the job-matching practice.
7. Promote research and technological resource development in cooperation with education and research institutions and encourage the application of available technological resources to regional development activities.

Goal 2. - To provide physical and mental health care through creating or improving the medical and health care facilities and operations.

1. To reduce mortality and morbidity due to disease and hazardous health environment.
2. To improve utilization of exising health resources to the fullest extent.
3. To develop comprehensive and well integrated quality health service delivery capability.

Strategies

1. Develop a more comprehensive health service plan and programs for the population which has no access to health services.
2. Improve existing health service facilities and operations through well coordinated program execution.
3. Expand health care services in the rural parts of the region.
4. Help improve the health service information gathering, diffusion, and monitoring capability.

Goal 3 - To expand educational opportunities that will enable the region's population to increase learning experiences, intellectual development and job skills.

1. To improve facilities and instructional capability of educational institutions.
2. To provide quality vocational and technical education to the disadvantaged and unemployed to improve competitive advantages in the job market.
3. To improve the system of linkage between educational institutions and the job market.
4. To provide educational opportunities and job skill training to the physically handicapped.

Strategies

1. Construct more educational facilities and purchase instructional equipment for secondary and post-secondary level vocational training.

2. Expand utilization of existing facilities and educational programs to the fullest extent.
3. Improve efficiency of the secondary level and adult/post secondary level vocational education through joint use of facility and program consolidation.
4. Emphasize and provide education and job skill training opportunities to the unemployed, underemployed, youth and females to improve the competive advantages in the labor market.
5. Expand education opportunities for upgrading the vocational skills for the currently employed individuals.
6. Support a more effective information flow on the educational and career options and job location by improving vocational guidance, counseling and job matching services
7. Develop and expand vocational education opportunities for the disadvantaged and handicapped.

Goal 4. - To provide quality public and social services in a more effective and economic manner through the development of regionally coordinated programs.

1. To improve local government services and management capability.
2. To emphasize development of areawide public service facilities.
3. To improve child development services through more innovative program development emphasizing prevention and early intervention.

4. To improve the institutional capability and quality of treatment and rehabilitative activities for the physically handicapped.

5. To improve mental health and mental retardation services through development of an integrated regional or areawide program.

Strategies

1 & 2. Encourage participation in training programs and better communication and information dissemination for local government programs.

3. Encourage development of public facility projects to achieve a more desirable spatial distribution of services covering multi-jurisdictions.

4. Coordinate the public facility investment programs to enhance a desirable land use and settlement pattern.

5. Encourage and develop a child development program designed for prevention and early intervention.

6. Expand the utilization of existing facilities and programs for the physically handicapped and support service expansion through addition of new facilities and funding of the operations.

7. Support the mental health and mental retardation programs that will enhance consolidation of fragmented operations in order to improve the quality of service and accessibility.

Goal 5 - To provide an environment which minimizes physical and mental health hazards and enhances a most economical and effective

use and protection of air, water, land, recreation, and mineral resources.

1. To maintain and improve the quality and supply of water resources.
2. To reduce the air contamination level in the urban core and heavy industrial zone.
3. To minimize the negative environmental consequences of mineral resource extraction.
4. To provide open space for outdoor recreation opportunities.
5. To minimize urban encroachment to farm and forest land and promote natural resource conservation.

Strategies

1. Provide improved wastewater treatment capabilities where population concentration is significant.
2. Encourage water resource development to meet the increasing demand for water and to preserve water resources from being polluted and depleted.
3. Promote land use control on flood prone areas to minimize economic loss.
4. Encourage capital investments for industrial facility modernization to meet air quality standards.
5. Prevent and control environmental hazards being created by mineral extraction, which includes mine fires, mine subsidence, acid mine drainage, culm banks, landscape damage, and lowering of water tables.
6. Protect and expand utilization of existing recreation resources and encourage reservation of adequate open space.

4. To improve the institutional capability and quality of treatment and rehabilitative activities for the physically handicapped.
5. To improve mental health and mental retardation services through development of an integrated regional or areawide program.

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4. Encourage capital investments for industrial facility modernization to meet air quality standards.
5. Prevent and control environmental hazards being created by mineral extraction, which includes mine fires, mine subsidence, acid mine drainage, culm banks, landscape damage, and lowering of water tables.
6. Protect and expand utilization of existing recreation resources and encourage reservation of adequate open space.

7. Promote a spatially efficient land use pattern to reduce urban encroachment to the farm and forest land.
8. Encourage and coordinate the technology development effort for solid waste disposal.

Goal 6 - To enhance community environment through improvement of physical facilities and efficient movement of people and goods.

1. To improve and supply quality housing to reduce the outstanding housing deficiencies.
2. To encourage maximum utilization of existing housing stock through rehabilitation.
3. To provide new public service facilities including water, sewer, recreation and health care facilities in support of community development efforts in the new coal mining and potentially high-growth industrial areas.
4. To improve and expand community facilities in the central city neighborhoods.
5. To provide an intra- and inter-urban area mass transportation system.
6. To provide rural area transportation systems and to improve the operation of such systems.
7. To encourage land use control to achieve an efficient spatial distribution of activities.

Strategies

1. Support non-profit and governmental housing sponsors for new construction and rehabilitation of existing housing

stock through seed money loan arrangements and site improvement financial aid.

2. Encourage maximum use of Federal subsidies from the Department of Housing and Urban Development under the Section 8 program.
3. Expand housing construction and rehabilitation activities in the central cities and rural communities which are affected by energy resource development.
4. Promote public facility development to enhance development opportunities presented by new coal energy resource extraction, Volkswagen plant operation, and recreation resource development.
5. Support development of frequent and efficient inter-urban area transit services to meet economic and recreation needs through integration of rail, water and highway transportation systems.
6. Facilitate the development of rural area transportation between rural neighborhoods and urban areas to increase mobility of the rural residents who do not have access to an automobile.
7. Expand efforts of improving the existing airports in support of industrial, commercial, and recreational activities.
8. Support the community development projects only if they are in conformance with a well designed overall development plan and programs.

NORTHWEST REGION

DEVELOPMENT OPPORTUNITY #1

A MAJOR NEW REGIONAL INDUSTRY: POTENTIAL NEW U.S. STEEL PLANT IN NORTHWESTERN PENNSYLVANIA

U.S. Steel may build a $3.5 billion integrated steel mill in Northeast Ohio and Northwest Pennsylvania. When completed this plant could employ 7,500 - 8,000 persons, and indirectly create as many as 30,000 new jobs. It is obvious that the building of such a facility will have a great impact on Northwest Pennsylvania.

The proposed U.S. Steel facility will straddle the Ohio-Pennsylvania border in the extreme northwestern portion of the Region. Three impact areas have been identified with regard to the construction of the facility: local, principal, and regional. The municipality in which the facility will actually be located has been labeled the local impact area. In Northwest Pennsylvania this is Springield Township located in Erie County. However, the impact of such a plant will affect other municipalities with regard to population growth, housing demand, recreation demand, industrial growth, etc. That area which will absorb the brunt of development has been designated as the principal impact area. For the most part, this area lies within 35 miles of the proposed facility and includes approximately one-half of Erie County and one-third of Crawford County. The regional impact area includes all of Erie and Crawford Counties. In order to remedy this, the Northwest Commission, in cooperation with Erie and Crawford Counties, has received a grant from the Appalachian Regional Commission to do initial investment planning. More specifically Erie County will do a stormwater drainage study for Springfield Township; Crawford County will prepare growth management plans for several communities; and the Northwest Commission will do a transportation study for the impact area.

Potential Investment

A preliminary listing of potential projects will be provided following the completion of planning studies now underway.

DEVELOPMENT OPPORTUNITY #2

PORT OF ERIE DEVELOPMENT PROGRAM

The Erie Harbor is not only a unique resource to Northwest Pennsylvania, but to all of Pennsylvania as well. It is Pennsylvania's only commercial port on the Great Lakes, providing access to all of the Great Lakes as welll as the St. Lawrence Seaway. It is also the only natural harbor on all of the Great Lakes. As such, the Erie Harbor represents a development opportunity for both Northwest Pennsylvania and the State as a whole.

The Western Pennsylvania Port Authority is the main entity involved in the development of the Harbor. The following section was taken from a report submitted to the Northwest Commission by Joseph Rosenthal, General Manager for the Authority.

To develop and carry out a program of expansion, the Erie - Western Pennsylvania Port Authority is involved in the development of water borne commerce, both domestic and foreign, together with providing service to private industry in its traffic program, and in activities to increase the recreational as well as the commercial facilities of the waterfront area. The following are the facilities available at the Port of Erie:

1. Port Authority Grain Elevator: berthing length 980 ft., depth of water alongside 24 ft., 2½ million bushel capacity.
2. Erie Marine, Inc. (subsidiary of Litton): new ship assembly yard with graving dock (largest on Great Lakes), available for dry dock repairs
3. Port Authority Ore Dock: 1,000 ft. along dock, 26-27 ft. of water alongside. The ore dock is a 400,000 ton concrete storage pad and consists of some 69 acres of land and water available for sale or lease.
4. Port Authority East Bay Industrial Site: 40 acres available for sale or lease.

5. Erie International Marine Terminal: Leased to Codan Corporation, stevedores for the Port of Erie; 1,400 ft. long, with 26 ft. of water. Terminal used for bulk and general cargo; 23 acres of land; 80,000 sq. ft. of warehousing and transit sheds with truck and rail loading facilities; 140 and 125 ton mobile cranes equipped with magnets, buckets, container equipment and gear for heavy lifts, also 300 ton stiff leg crane. Terminal served by ConRail with reciprocal switching for N & W and B & LE railroads. A total of more than 40 acres of waterfront property is available where an industrial complex may be constructed.
6. There are also five privately owned docks whose cargo consists of oil products and storage tanks, limestone, sand, salt, clay, etc.

To provide a coordinated planning base for further improvement of the waterfront, the Authority has for guidance, the "Port of Erie Waterfront Development Plan" developed by Parsons, Brinckeroff, Quade & Douglas, Inc., New York Engineers.

The Authority has a concern in the development of highway patterns affecting the Port of Erie. Basically that is one of the reasons why the Bayfront Port Access Road must be constructed and connect with Interstate-79 near 12th Street and Greengarded to provide a high speed artery serving all of western Pennsylvania as well as connecting to I-90 and I-80. Currently road access to Erie's waterfront facilities are extremely poor.

Adhering to the Port of Erie Waterfront Development Plan, the Port Authority has embarked on a plan that will develop all waterfront property west of State Street for recreational, commercial and residential purposes. Waterfront property east of State Street is designated for industrial development. Industry already located east of State Street includes the Pennsylvania Electric Company, the Port Authority Grain Elevator, Lintton's ship assembly yard, Port Authority Coal Dock, Ore Dock, Marine Terminal and Koppers Company at the foot of East Avenue.

Recently the Port Authority entered into an agreement with the Commodore Perry Yacht Club for the leasing of land for a 200 boat marina at the foot of Poplar Street in the west bay area. This Marina will be the start of further improvements in that area if a Port Access road is provided. Present access is provided at the foot of Cranberry Street. Cranberry Street from 4th to 5th Streets is approximately 15 feet wide. This street is also the only access for thousands of trucks going to and from the west side docks. To replace the temporary facilities at the foot of East Avenue, a two hundred and four boat marina has been planned by the Authority and is expected to be under construction sometime in 1979 if funds are available.

Preliminary negotiations are presently being conducted for the leasing of East Bay Industrial Development Sites which include the recently purchased Ore Dock Property with a total of sixty-nine acres and a twelve hundred and fifty foot dock along with the Authority's forty acre industrial site south of the Erie International Marine Terminal.

Potential Investments

1.	Construction of a 204 boat marina, launching ramps and parking south of the South Pier at the entrance to Erie Harbor.	$3,100,000
	Architect and engineering for above project.	200,000
		$3,300,000
2.	Paving of access road (Ft. of Wayne to East Ave.) for the Erie International Marine Terminal, 75 acre Industrial site and Waste Water Treatment Plant.	$ 250,000
3.	New 30,000 sq. feet warehouse at the Erie International Marine Terminal.	$ 500,000
4.	Landscaping and renovation of the East and West Canal Basin at the Ft. of State Street.	$ 50,000
5.	Rehabilitation of the Authority's 2½ million bushel Grain Elevator to meet E.P.A. standards and be classified as an efficient elevator (elevator presently unoccupied because of needed repairs and E.P.A. standards).	$2,000,000

6. Purchase of new 125 ton crawler crane for E.I.M.T.	$ 350,000
7. Rehabilitation of Ore Dock property:	
a. Repair of two loop rail tracks around outside of property servicing dock area for loading of unit trains	$ 200,000
b. Hoppers and conveyors to accomodate self-unloading ships for yard storage and loading unit trains	$1,500,000
c. Dredging silt along side dock face to accommodate 24' vessels	$ 100,000
	$1,800,000
8. Sanitary sewers and lift stations for:	
a. East Bay industrial site	$ 200,000
b. Ore Dock property	$ 200,000
	$ 400,000
9. New equipment for handling bulk materials at the Erie International Marine Terminal - hoppers & conveyors	$ 400,000

NORTHWEST REGION

DEVELOPMENT OPPORTUNITY #3

A MAJOR NEW REGIONAL INDUSTRY: POTENTIAL NEW MILLER BREWING PLANT FACILITY IN NORTHWESTERN PENNSYLVANIA

Description

Miller Brewery has indicated to the Greater New Castle Development Corporation their desire to locate a brewery in Lawrence County. Lawrence County is in the position to offer ready-made accommodations for a new Miller Brewing Company brewery and is prepared to promote them as an inducement to the firm for locating in the area.

The proposed site is located one-quarter mile from the Village of Edinburg, approximately 5 miles west of the City of New Castle. The site, formerly occupied by the American Cyanamid Company, is 526 acres with security fencing around 426 of the acres. In addition, a 360 acre tract is adjacent to the site and could be readily acquired.

Development Plan

The following is a list of site specifications Miller Brewery requires for their new plant location.

PRELIMINARY SITE SPECIFICATIONS

I. Site Requirements:

A. Location: Within 100 air miles of Akron, Ohio

B. Physical Characteristics Disired:

Size:	500 Acres
Shape:	Square to rectangular
Minimum Dimension:	4000 ft. x 5000 ft.
Topography:	Preferably level Above 100 Year Flood Plain Natural drainage away from Building Area
Soil:	Dry, not rock, free draining Load bearing capability of 3000-4000 lbs/sq. ft. for spread footing foundation
Highway Service:	Minimum Class "B" adjacent to site.

Rail Service:	Active line adjacent to site
Water Supply:	Municipal supply preferred. Proven ground water supplied will be considered.
Waste Treatment:	
Sanitary:	Municipal sewage line to site preferred.
Process:	Self-treatment
River:	Adjacent to site - minimum 350 cu. ft./sec. 7 day/10 year mean low flow.
Population:	Adequate labor supply within 20 mile radius

C. Building & Service Complex (Potential)

	Brewery	Process Waste Treatment Plant
Length	2400 Ft.	1200 Ft.
Width	2000 Ft.	800 Ft.
Maximum Height	150 Ft.	65 Ft.

Buildings are preferred to be on level ground requiring minimum site preparation.

II. PLANT OPERATING CHARACTERISTICS:

A. Mode of Operation: 24 Hours/Day, 7 Days/Week

B. Labor:

	Initial	Potential
Hourly Employees	550	1100
Salaried Employees	175	345

Existing production facilities are union affiliated and it is assumed that new facilities will also be organized.

C. Daily Truck & Rail Volume:

	Initial	Potential
Truck	200 - 250	400 - 500
Rail Car	25 - 40	50 - 80

III. UTILITY REQUIREMENTS:

A. Water:	Initial	Potential
Peak Day Usage	3.0 Million Gals	6.0 Million Gals
Peak Month Usage	88 Million Gals	176 Million Gals

B. Electricity:

	Initial	Potential
Installed Capacity	12,000 KVA	20,000 KVA
Peak Month Consumption	7,500,000 KWH	14,000,000 KWH
Avg. Monthly Consumption	6,000,000 KWH	12,000,000 KWH
Power Factor	90% - 95%	90% - 95%
Voltage	13,200	13,200
Feed	Two Service	Two Service

C. Fuel:

Peak Daily Usage	28,080 Therms	56,160 Therms
Avg. Daily Usage	21,600 Therms	43,200 Therms
Avg. Monthly Usage	648,000 Therms	1,296,000 Therms
Fuel Type Preference	Coal, Oil, Natural Gas	

IV. WASTE WATER GENERATED:

A. Sanitary Waste:

	Initial	Potential
Volume:	25,000 Gals/Day	50,000 Gals/Day
Disposal:	To Municipal Treatment Facility or Self-Treatment may be considered.	

B. Process Waste:

Volume:	2.6 Million Gals/Day	5.2 Million Gals/Day
B.O.D. (Post Treatment)	47 mg/l	47 mg/l
Suspended solids (Post Treatment)	65 mg/l	65 mg/l
Treatment Level	Secondary	
Method of Treatment	Activated Sludge	
Disposal Method	Diffused into River	

V. SOLID WASTE GENERATED:

Conventional land fill of adequate size and life, within a reasonable distance (30 mile radius) will be required. Estimated volume of solid waste:

Initial	Potential
150 cu. yd./day	300 cu. yd/day

VI. AIR EMISSIONS:

Air emissions from brewery operations are particulates, sulphur dioxide, carbon monoxide, nitorgen oxide and hydrocarbons. "Nonattainment" (emission trade-offs required) air quality regions may be considered.

Potential Investments

It has been estimated that it will cost over 200 million dollars to complete the construction of the proposed facility. When completed it is estimated that the plant will employ approximately 700 employees with the potential of employing over 1400. Planning has not yet progressed to the point of identifying specific projects necessary for implementation.

DEVELOPMENT OPPORTUNITY #4

COMPREHENSIVELY PLANNED DEVELOPMENT OF NEW INTERSTATE HIGHWAY INTERCHANGES IN THE NORTHWEST REGION

Growth and development in Northwest Pennsylvania has always followed major transportation routes. Recently, the interstate highways have had a very definite effect on travel patterns and transportation modes throughout the whole nation.

However, the manner in which growth takes place, can very well determine the quality of development at an interchange area. Haphazardous interchange growth has far too often been the norm. In an attempt to alleviate this, the Appalachia Regional Commission provides funding for interchange planning. In Northwest Pennsylvania, plans have been developed for eight of the region's interchanges. These interchange studies include 1995 development plans to insure orderly future growth. They also propose comprehensive public investment packages which, if implemented, will encourage development to take place.

PROJECT SUMMARIES

**Grove City Interchange Area: located in the southwest corner of Mercer County approximately 2½ miles north of Grove City Borough.

The most important development considerations to the Interchange is the provision of adequate public utility services. Such services include water for both consumer use and fire protection, sanitary sewage service, natural gas and electricity. The provision of these utilities is very important to the immediate and long-range development of this area.

There are several highway construction and safety improvements that should be considered, reviewed, and programmed for the study areas in addition to the provision of utilities as mentioned earlier.

** Mercer Interchange: located in the southcentral portion of Mercer County and included parts of Mercer Borough, East Lackawannock and Springfield Townwhip.

Off-site Costs:

Road Improvements		$ 257,000
Central Utilities		$ 787,000
Sewer	$450,500	
Water	$336,850	
Total Off-site Costs		$1,044,350

On-site Costs:

Access Roads		$ 552,000
Travel Service Districts	$171,000	
Industrial Districts	$207,000	
Residential Districts	$174,000	
Central Utilities (Sewer and Water)		$ 580,950
Travel Service Districts	$161,050	
Industrial Districts	$173,000	
Residnetial Districts	$246,900	
Total On-site Costs		$1,132,950
Total Off-site Costs		$2,177,300

** West Middlesex Interchange: occupies portions of West Middlesex Borough, Hermitage township, and Shenango Township which are all located in the southwestern portion of Mercer County.

Off-site Costs:

Road Improvements		$ 312,500
Central Utilities		$4,070,900
Sewer	$3,434,000	
Water	$ 636,900	
Total Off-site Costs:		$4,383,400

On-site Costs:

Access roads	$ 975,200
Central Utilities (Sewer and Water)	$1,248,000
Total On-site Costs:	$2,223,200
Total Off-site and On-site Costs:	$6,606,600

**Genova Interchange: located in southcentral portion of Crawford County in Greenwood Township.

If Option A is decided upon, water and sewerage investments would be as follows:

Water: Major distribution lines from 24" Kebert main	$ 900,000
Sewer: Study area interceptor	$ 75,000
Interceptor to Kebert Treatment Plant	$ 35,000
TOTAL	$1,010,000

Cost per Unit Service:	Water (1)	$ 2,000
	Sewer (2)	$ 1,500

(1) Distribution lines to uses served.
(2) Sewerage collection laterals and hook-ups.

Option B proposes separate sewer and water systems for the area. This option would require the following investments.

Water: Well and Storage Tank	$ 250,000
Major distribution lines	$ 700,000
TOTAL	$ 950,000
Sewer: Interceptor	$ 65,000
Treatment Plant	$ 250,000
TOTAL	$ 315,000

Costs per Unit Served:	Water	$ 2,000
	Sewer	$ 1,500

The Crawford County Planning Commission has made no decision as to which option to adopt. This decision would probably not be made until a detailed and refined engineering study is made.

Other investments which are required for the development of the Geneva Interchange are as follows:

Widen and resurface Cochranton Road to provide 24 foot roadway from Route 19 to Mercer Pike	$ 165,000
Relocate Delano Road/Route 19 Intersection	$ 65,000

**Saegertown Borough and Interchange Area: located in the northcentral portion of Crawford County, approximately 3 miles west of Saegertown Borough.

Estimated 1975 costs would be as follows:

Sewer:	Interception link to Wolfe Run interceptor	$ 25,000
	Study area interceptor*	$ 40,000
	TOTAL	$ 65,000

*To serve area east of I79 and south of Route 198 only.

Sewer:	Study area interceptor**	$ 35,000
	Treatment Plant	$ 150,000
	TOTAL	$ 185,000

**To serve area west of I-79.

Water:	Well and storage tank	$ 250,000
	Major distribution lines	$ 750,000
	TOTAL	$1,000,000

Costs per unit served:	Water (1)	$2,000
	Sewer (2)	$1,500

(1) Distribution from major lines to units served.
(2) Sewerage collection laterals and hook-ups.

Phase II of the plan calls for an independent sewerage treatment system for the study area.

Sewer:	Interceptor	$ 75,000
	Treatment Plan	$ 150,000
	TOTAL	$ 225,000

Water:	Well and Storage Tank	$ 250,000
	Major Distribution Lines	$ 750,000
	TOTAL	$1,000,000

Costs per unit served:	Water	$1,500
	Sewer	$1,500

Other public investments required to develop the Saegertown Interchange include upgrading of roads and purchase of land:

Widening and surfacing of portions of Knapp, Brookhauser and Town House Roads to 24 feet (approximately 2 miles)	$275,000

Additional land purchase and community park development at the existing Hayfield Township building site (approximately 5 acres).........$45,000

And finally, the study states that Hayfield Township may wish to offer further incentive for commercial and industrial development, by constructing internal access roads east of I-79 requiring 1.3 miles of 24 foot bituminous road estimated at $400,000.

**Barkeyville Interchange Area: situated in the southwest corner of Venango County.

Barkeyville is presently working on a water project. This project is for the provision of a public water supply system for the Borough. A water feasibility report dated April, 1973, prepared by Northwest Engineering, Incorporated, outlines three (3) alternative solutions to providing a water supply system for Barkeyville. A cost effectiveness analysis indicates that the most feasible alternative is for the Borough to enter into an agreement with a company which provides water and geological investigation studies to find the best location for drilling a well; and then have them proceed to drill the well and test wells around it for draw down checks and pumping rate checks.

In addition to the drilled well, the Borough would be required to install a water storage facility to provide sufficient water for peak demand periods, fire protection, and pressure for the Borough system.

The project consists of the following:

Geologic research and well drilling in Barkeyville
Well pump
Mainline to tank 2,500 LF @ $14.000
300,000 gallon storage tank
Duplicate booster pumps
Distribution system including hydrants - 15,000 LF @ $12.00
Chlorinator
Pump house
Separate building for chlorinator
Land and rights-of-way

The total project cost is $638,700.

In addition to the water project, a sewer project is also being considered (depicted on the utility map). Specific costs have not been determined to date.

**Clintonville Interchange Area: located approximately 5 miles east of the Barkeyville Interchange at I-80's intersection with Route 308.

Clintonville has both a water and sewer system; however, according to local sources, their capacities are extremely limited. If development is to occur in the area all new systems will have to be provided. Electricity and gas are available.

Clintonville's delayed realization of an interchange could have an adverse influence on the amounts of development that could occur there. However, some development will occur and could include at least one to four service stations, one restaurant, several light industries, and some space consuming, highway-oriented uses such as an automobile auction.

Presently Clarence Alcorn is planning the construction of a truck stop at the interchange. The project will consist of service facilities, a restaurant and showers.

**Emlenton Interchange Area: at the intersection of I-80 and Route 38 seven miles from Clintonville and three miles from Emlenton.

In order for this interchange to reach its full development potential, a central water and sewer system will have to be constructed. The cost or even the feasibility of this type of project is presently unknown.

**Wentlings Corners Interchange Area: located in Beaver Township.

A nearby land-owner is presently developing an overnight campground adjacent to the NE quadrant, which is quite suitable due to the lack of facilities along the Shortway (I-80) for campers and the future proximity to a St. Petersburg Reservoir inlet.

**Shippenville Interchange Area: located at I-80 and PA 66

There are no present public water and sewer facilities at the interchange, however, natural gas and electricity is available. The Master Plan for the county contained as a recommendation the provision of water to the area from a Knox-Shippenville Water Authority, which is yet to be created. The plan recommended that sewer service be provided by a Central Clarion County Sanitary Authority.

The construction of a restaurant-motel complex would be quite conducive for the NE quadrant as well as an economic asset to the county.

As suggested in the Master Plan, the NW quadrant could be developed as a cluster residentail area with scenic views from the rear of the homes. The proposed zoning for the NE quadrant is Planned Development and the proposed zoning for the NW quadrant is residential. The south side of the interchange would be zoned for conservation as it is undevelopable.

**Interchange 9-PA 68: located in Monroe Township

The existing land use on the interchange's NW, SW and SE quadrants if agricultural and the NE quadrant is occupied by a Holiday Inn and Sheraton Inn, and a Gulf and Boron Service Station. The Clarion County Master Plan recommended that the future land use adjacent to the SW and SE quadrants remain undeveloped due to the rugged topography in these areas. An eighteen hole golf course is located in the NE quadrant. In the NW quadrant, the Corps of Engineers expect to purchase most of the land as part of a recreation area surrounding the St. Petersburg Reservoir; however, upon a closer examination of the land next to the interchange, it is believed that at least one hundred acres should be reserved for industrial park use which would still leave ample land for the recreation area next to the reservoir. The plan recommended that this land be developed as commercial, however, due to the extensive commercial development that has taken place in the NE quadrant, it is now believed

that industrial development would be more suitable. It is also believed that in the near future traffic volumes on PA 68 between the I-80 interchange and Clarion Borough would justify realignment and widening to four lanes. The plan recommended the construction of parallel service roads adjacent to PA 68, which is still advisable, however, the two oil companies on the east side of the road may be too close to allow this now.

The topography surrounding the interchange is gently rolling to steep, the NW quadrant being the most suitable for development. The soils belong to the DeKalb Series and have good drainage, contain from twelve to sixty inches of soil layer to bedrock and are quite suitable for supporting structures. The depth to the water table approximates two feet.

Public water, sewer, natural gas and electric power is available at the interchange.

** New Bethlehem-Clarion Interchange Area: located in Clarion Township one mile southwest of Strattanville, one mile southeast of Clarion and eleven miles from the Greater New Bethlehem Area.

The only development that is expected at the interchange is the construction of a highway-service gasoline station area on the NE quadrant as the land on the other quadrants present development difficulties; i.e. a stream on the SW quadrant and irregular topography on the NW quadrant. The land surrounding the interchange to the north is quite conducive for residential development and the proximity to public water and sewerage facilities makes it more so.

Accordingly, the recommended zoning for the NE and SE quadrants is Commercial, the recommended zoning for the SW quadrant is Agricultural and the zoning north of the Commercial area on the NE quadrant and for the NW quadrant is residential.

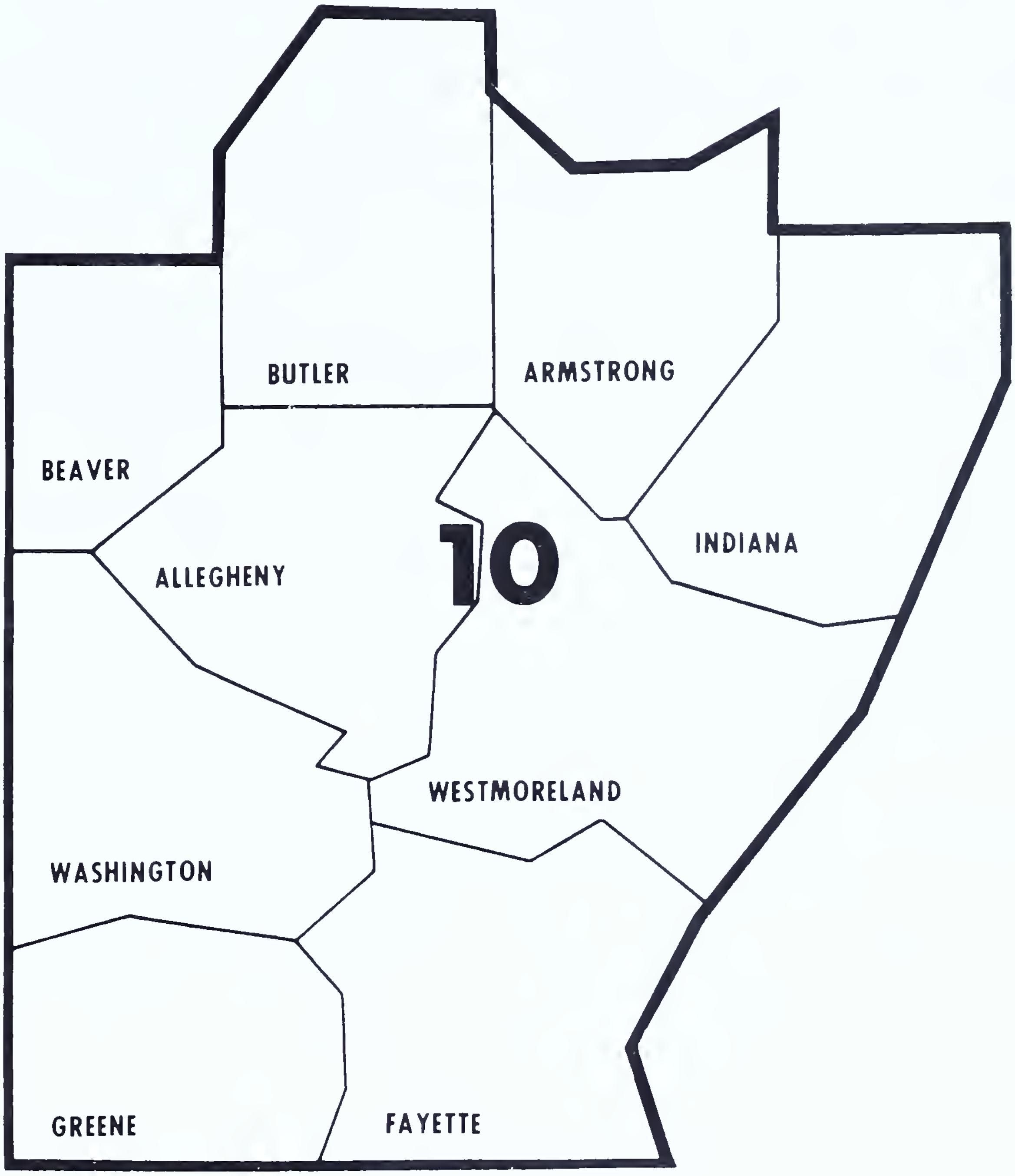
** Strattanville Interchange Area: at I-80 and US 322

As stated in the Master Plan, upon the availability of public water and sewer services, the area would provide excellent industrial park sites. The area immediately adjacent

to the interchange would provide excellent commercial sites.

It is believed that the planned truck stop in the NW quadrant should prosper, as the closest similar facility on the shortway is located at Kylertown in Clearfield County, some sixty miles east, and which is a poorly designed but heavily patronized facility. It would seem feasible for other oil companies to locate in the SW and NE interchange quadrants. As all of these facilities will be located at the Clarion County line, it would seem advisable to construct tourist information booths (unmanned) or counters through a lease arrangement with the oil companies.

Southwest Region



AREAWIDE ACTION PLAN SUMMARY

Northwest Region

Eight counties in the Northwestern portion of the Commonwealth are serviced by the Northwest Pennsylvania Regional Planning and Development Commission. The counties of Clarion, Crawford, Erie, Forest, Lawrence, Mercer, Venango and Warren are bordered by Lake Erie to the north, a highly industrialized corridor in Ohio to the west, a wooded, very rural region to the east, and the coal producing, farming country to the south. The physical, demographic and economic characteristics of the Northwest Region vary accordingly.

Physical Characteristics

The topography of the eastern and southern sections of the region are characterized by moderately to steeply rolling terrain. Forests are abundant in the eastern half of the region, with Clarion, Forest, Venango and Warren Counties having well over 70 percent of their land area in forests. Much of this land is commercially lumbered. Oil and natural gas are also abundant in the area, although many of the shallow deposits have been depleted. The steep hills have resulted in concentrated development patterns in this part of the region.

The northern and western sections of the region have a gently rolling topography which is generally more conducive to agricultural uses. Settlement patterns are more dispersed. The only other distinguishable physiographic area found in the Northwestern Region is the Erie lake plain. The lake plain is a band of gradually rising ridges approximately four miles wide, running parallel to the Lake Erie shoreline

Abundant surface water is available, both as a source of water for domestic and industrial uses and as a recreation-scenic resource. The southern portion of the region, where bituminous coal is abundant, suffers from acid mine drainage in many of its streams. Throughout the region sewerage disposal and industrial wastes are potential threats to water quality. Northwest Pennsylvania's ample supply of ground water, which provides much of the domestic water supply, is also potentially threatened by industrial, mining and sewerage wastes. The supply, however, is adequate in all but some of the urban areas where the rate of water withdrawal is greater than the rate of recharge.

In addition to the oil and gas and the estimated one billion tons of recoverable coal, the Northwest Region has deposits of sand and gravel, clay, limestone and rock salt. The sand and gravel, which is used in the region's construction and glass industries, and the rock salt, which has not been extracted commercially much to date, are found throughout the region.

Most of the limestone, which is usually strip mined primarily for use in the cement industry, is located in Lawrence County. Clay deposits are found chiefly in Lawrence, Clarion and Warren Counties and used primarily in the production of fire bricks. Much high quality timber is lumbered in the region, but many of the forests have not been properly managed and thus do not produce the quality that is possible.

Demographic Characteristics

The population of the Northwest Region has continued to grow, but the rate of growth has dropped. Between 1960 and 1970 the growth rate

was only 1.5% which is about one-third of the growth rate for the Commonwealth. Within the region the growth experienced has been vary uneven. Forest County had the highest growth rate during that decade, followed by Erie, Warren, Clarion and Crawford which were all above the state average. Lawrence, Mercer and Venango Counties experienced population declines during the same period. During the 1960s, with the exception of Forest County, all of the counties in the Northwest Region had more people moving out than in. The highest net out-migration occurred in the 20 to 29 age bracket. During the early 1970s the growth rate increased and figures indicate a net in-migration. Projections for future growth indicate a low rate of growth for the region, with only Lawrence County expecting its population to decline.

Throughout the region, there appears to be a general trend away from urban living, thus leading to population declines in the cities and boroughs and population increases in the surrounding areas. Growth is also occurring around the recreational areas in the region.

The average population density for the region is about half that of the state as a whole. In spite of the suburbanization trend, there remains a dependence on the densely populated centralized cities. There are also two major population corridors: one stretching from New Castle up through the Shenango Valley and reaching the Greenville area, and an east-west corridor running parallel with Lake Erie and stretching southward to the Meadville area.

Economic Characteristics

Presently manufacturing provides about 34 percent of the jobs in the region, with 80 percent of those jobs in durable goods. This type of employment is very sensitive to economic fluctuations at the national level, resulting in a very high unemployment rate at times, especially in the western portion of the region where much of the durable goods manufacturing is concentrated. Wholesale/retail and service sectors of the economy account for 18 percent and 16 percent of the Region's employment respectively. Construction, transportation, finance and government sectors each accounted for less than 10 percent of the total employment. Agricultural employment accounts for only 3 percent of the total and is steadily decreasing as is mining which provides almost negligible employment now.

The median family income for the region in 1970 was slightly less than that for the state and the nation. The percent of families below the poverty level was higher than that for Pennsylvania but lower than that for the nation and relatively fewer families had incomes above $10,000 than in both the state and the nation. Statistics indicate that the poorest economic conditions exist in Clarion County, with Forest and Venango Counties also considerably below the regional average.

An economic development survey in the region identified deficiencies in infrastructure as a major problem in the region. There is sufficient acreage set aside for industrial development, but respondents indicate that a lack of utilities servicing the sites and a lack of access to them are hindering industrial expansion. The supply and quality of the region' housing stock was also seen as a deterrent to industrial development in the region.

The Northwest Region has an important recreation resource in its publicly owned land including the Allegheny National Forest, five multi-purpose dams and reservoirs, eight state parks, a wildlife refuge, State Game Lands, 10 county parks and community recreation facilities provided by the municipalities. A survey of local officials and citizens indicates that there are still not enough facilities to meet the recreational needs.

Transportation

The region is generally well serviced by highways. Three interstate highways pass through the area - Interstate 79 running north and south and Interstates 80 and 90 running east and west. The quality of the roads and bridges in the region, however, has been deteriorating, so that maintenance and improvements to existing roads are becoming increasingly critical. The rail service has also been declining as more and more lines are abandoned.

The region has 22 airports, 10 of which are owned publicly and 12 privately. There appear to be no major problems regarding air transportation in Northwest Pennsylvania, but some existing airport facilities need to be improved.

Public transportation in the region is limited but does exist, primarily within the larger urban areas and as links to major population centers. Transportation for social service clients is currently provided by 45 different agencies in a very uncoordinated manner. Thus duplication, failure to fully utilize vehicles, and failure to provide service are all problems.

Housing

The Northwest Pennsylvania Regional Planning and Development Commission estimated that 55,896 units would need to be added to the 1970 housing supply to adequately house the projected population in 1980. An additional 37,725 units are needed by 1990. Many of the existing units also need to be rehabilitated in order to provide adequate housing for the entire population. Since the new housing market is geared toward the upper and upper middle income class, the major problem rests in providing decent housing for the remainder of the population.

Many of the region's cities and two of its counties have active housing and/or redevelopment authorities. However, over 50% of the region's substandard housing units are located in areas unserviced by active authorities. These figures are somewhat misleading as rural housing is more likely to meet the definition for substandard. Nevertheless, there is a need which is currently unmet in these areas.

Education

The Northwest Region has 10 vocational schools - one in each county except Forest County, Erie City Vo-Tech School and Erie Post-Secondary Vo-Tech School. Eleven four year colleges and five two-year branch campuses provide abundant opportunities for post-secondary education. However, the Planning and Development Commission perceives a need to develop a closer working relationship between the region's educational institutions and its industries. The region also suffers from insufficient opportunities for post-secondary vocation school education and more two-year degree programs.

Health

Statistics for health care facilities in the Northwest Region suggest that the needs are minor, but because provision of these services is unequal throughout the region, many areas are underserved. For example, there are 351 primary care physicians in the region, but none in Forest County. Home health care services are also inadequate and what does exist is provided by a number of disparate agencies resulting in fragmented, costly, inefficient and inaccessible services.

Goals and Objectives

Industrial Development

To expand industrial development in order to increase the region's income and reduce the region's unemployment level.

- Attract new industries and encourage the improvement and expansion of existing enterprises.
- Develop industrial parks in the region to satisfy the needs of its industry.
- Provide the necessary utility infrastructure such as water, sewerage, energy, etc. to those industrial areas showing a need for such services in order to enhance industrial expansion.
- Improve and provide access to those identified industrial areas in the region.
- Improve the supply and quality of the region's housing stock to make Northwest Pennsylvania more attractive to prospective industries.

- Use alternate disposal systems in areas where conventional sewerage facilities cannot be economically justified.
- Encourage the sharing of sewerage treatment facilities by municipalities.
- Extend sewer service to areas having a high population density, but not suitable for on-lot systems and construct basic sewer facilities at major interchange areas.

Solid Waste

To ensure the wise management of solid wastes for the protection, preservation, and enhancement of human health, welfare, property and environmental quality.

- Prepare a regional solid waste study and plan for Northwest Pennsylvania.

Strip Mining

To restore and reclaim that land damaged historically, presently, and in the future by strip mining.

Transportation

To develop an effective and safe highway system for Northwest Pennsylvania.

- Improve and replace structurally unsound bridges in Northwest Pennsylvania.
- Repair and upgrade existing roads in Northwest Pennsylvania.
- Continue highway safety improvements.

To develop an effective regional railroad system for Northwest Pennsylvania.

To develop a dependable, efficient and safe air transportation for Northwest Pennsylvania.

- Improve existing airport facilities in Northwest Pennsylvania.

Recreation

To insure the development of recreation facilities to meet the need of all citizens of Northwest Pennsylvania and develop tourism as a viable economic opportunity.

- Acquire and protect areas having unusual natural or historic significance and flood plains which offer recreational opportunities in or near urban areas.
- Improve existing facilities and build new facilities which serve the region's population centers and which can be used by the handicapped and elderly.
- Develop the necessary supporting infrastructure where it has been determined that a lack of such facilities represents a deterrent to recreation participation.
- Promote the school-park concept by improving the recreational facilities of those schools which also serve as community recreational centers.
- Develop new facilities only after the feasibility of improving existing facilities has been carefully explored and recreational programs which maximize the use of existing facilities have been developed and are underway.

Water Quality

To prevent pollution of the waters of the Northwest Region, and reclaim and restore to a clean, unpolluted condition all presently polluted waters, so that probable and planned water uses will be protected at all times.

- Construct new sewerage treatment facilities and update obsolete facilities in order to eliminate harmful waste discharge.
- Implement those recommendations for Northwest Pennsylvania.

To develop an efficient and comprehensive rural public transportation system.

- Establish county central transportation organizations and Regional Association.
- Better utilize private carriers for the provision of rural public transportation.
- Periodically update the Regional Rural Transportation strategy.

Housing

To ensure safe, decent and affordable housing for all the citizens of Northwest Pennsylvania.

- Rehabilitate the region's existing housing stock.
- Provide housing assistance to those families who cannot afford adequate housing.

Education

To improve and increase educational and retraining facilities in order to upgrade the skills of the region's existing and future labor force.

- Promote a closer working relationship between the region's educational institutions and its industries.
- Promote more curriculum offered by the educational institutions along with expanded guidance counseling and job placement services.
- Support the efforts of the Northwestern Pennsylvania Council for Higher Education.
- Promote post-secondary vo-tech schools for the region.
- Support efforts to obtain equipment for vo-tech schools.

Health

To make health care available to all persons living in the region.

- Recruit more primary care physicians into the area and reduce the ratio of primary care physicians to population to 1:2000.
- Recruit more physicians assistants and nurse practitioners.
- Establish an emergency communications system for the region.
- Ensure a comprehensive home health care program which covers all geographic areas of the region.
- Ensure that all home health agencies are capable of providing, at a minimum, those health and health-related services without which a person would not be able to remain at home.
- Implement a team concept of coordinated services to provide total patient care, and coordinate each home health care program by a designated agency.

- Assure that residents have long-term care available to them in their communities.
- Meet the need for 301 additional long-term care beds for the region.
- Have comprehensive services, both medical and social available to patients of long-term care facilities.
- Increase the number of independent living units in each community in order to provide an alternative living environment for individuals not requiring institutionalization.

SOUTHWEST REGION

DEVELOPMENT OPPORTUNITY #1

A MAJOR NEW REGIONAL INDUSTRY: VOLKSWAGEN AT NEW STANTON, WESTMORELAND COUNTY

SUMMARY

The Volkswagen Automobile Assembly Plant located at New Stanton presents a major industrial development opportunity in the Western Pennsylvania region. The direct effect of the plant location in terms of industrial employment is significant not only in Westmoreland County but also to all counties in the Region. The indirect effect in the service industry sectors and financial institutions is expected to be significant. Necessary community and industrial infrastructure development in support of this new industry is the task that the public and private sector must jointly undertake to bring more favorable regional industry mix.

Although the major financial and other developmental imputs required for the initiation and operation of this facility are, of necessity, derived from the private sector, the various governmental and other public agencies have a large role to play. As mentioned, creation of the appropriate economic environment and industrial infrastructure is of key importance. In this regard, the Commonwealth of Pennsylvania has been deeply involved in ensuring a favorable financial situation in the effort to build a strong foundation for the Volkswagen operations. In addition, through SPEDD and other public sector agencies, assistance can be obtained for the task of building up the needed industrial infrastructure (i. e., access roads, sewer and water services, site development, etc.) through various federal (EDA, ARC, etc.), state and local sources.

The benefits to be derived should be far-reaching in the scope. Direct employment effects are strong within a fifty-mile radius of the factory site. Indirect effects are felt throughout the region (and the state) due to the demand for increased levels of public services, financial, managerial, and materials inputs,

housing, etc. within the supporting and secondary industries at each successive round of interindustry interactions. The socio-economic effects should be beneficial owing to the diversification and expansion of regional economic activity, altered commuting patterns, and general revitalization of the economic and social environment of the District. However, these expanded economic and social activities necessitate increased levels of social and economic infrastructure investments in addition to more exacting planning and development efforts to mitigate the potential deleterious effects on the Region's environment, transportation networks, etc.

RELATED 1978-80 PROJECTS

gram tegory	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total ^Cost (est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
dustrial omotion/ search	P-1	Regional Input-Output Model Development (SPEDD)	G-1 DO-1, 2,3	Southwestern Pa. Economic Development District	$ 75,000	EDA Local	Model to be used by economic development agencies, private business and industrial sectors, research and educational institutions	1979
dustrial omotion	P-2	Industrial Site and Location Study (Westmoreland County)	G-1 DO-1	Westmoreland County Commissioners	$ 50,000	EDA Westmoreland County	N/A	1978
dustrial omotion	P-1	Westmoreland County Industrial Park (Hempfield Township, Westmoreland County)	G-1 DO-1	Westmoreland County Commissioners	$ 400,000	EDA ARC (201) Pa. Dept. of Commerce Westmoreland County	Direct: 1,400 Indirect: 1,700	1978
ducation	P-1	Westmoreland County Community College Railroad Maintenance and Automobile Manufacturing Training	DO-1 G-3	Westmoreland County Community College	$ 450,000	ARC Applicant	Conduct Post-Secondary Vocational Training for Auto Assembly and Railroad Maintenance	1978
Health	P-2	Health/Human Resources Center (Westmorelant County)	G-2,4 DO-1	Westmoreland County	$ 1,200,000	EDA HEW ARC (202) Private Sector Hospitals	Direct: 75 Indirect: 20 Improve Health Service Delivery Capability for Entire County	1978

SOUTHWEST REGION

DEVELOPMENT OPPORTUNITY #2

GREENE COUNTY ENERGY DEVELOPMENT OPPORTUNITY: A LARGE-SCALE, COMPREHENSIVE ENERGY DEVELOPMENT PROGRAM IN SOUTHWESTERN PENNSYLVANIA

SUMMARY

The second development opportunity in this region relates to revitalization of the bituminous coal industry which would do much for the sagging economy of the Region as well as serve to aid in alleviating the growing need for energy in the entire nation. Such a use of the vast recoverable reserves which are located in the Region would help to revive the troubled railroads in addition to stabilizing the critical unemployment problem and general depressed state of the economy of this area. There are substantial recoverable reserves throughout the Region (especially in Greene, Washington and Indiana Counties) which could sustain increased levels of employment, income and economic and social activity.

As in the case of the Volkswagen facility, the majority of the developmental impetus must come from the private sector. Federal, state and local governments can lend incentives to this effort through investment tax breaks ans similar measures which will encourage the expansion of mining activities. A comprehensive, equitable and workable energy policy on all levels of government would also do much to consolidate mining and related activities. However, any revitalization efforts must take due consideration of the concomitant problems of environmental pollution, subsidence, and other similar effects which have historically been incurred due to proper and indiscriminate mining operations. In addition, direct governmental investment into coal-related enterprises research (e.g., coal gasification and liquefaction, economic utilization of coal by-products such as sulphur, tar, etc.) must be encouraged. The District not only possesses a large quantity of bituminous coal reserves, but also has technological resource development potential in the educational and research institutions in Pittsburgh. Various social and economic infrastructure

needs will have to be met as the expanding mining activities cause increased local population concentrations, and existing coal related research capability must be improved to enhance the coal energy development opportunity.

Although the initial benefits derived from expanded mining activities will be concentrated in the mining areas, stepped-up coal research activities and other induced economic activities will generate a wide range of economic benefits to the District.

Recent events suggest that the coal mining industry in Greene County is now entering a period of major expansion. Three major mines are under construction and in partial production: U.S. Steel Corporation's Cumberland Mine in Whiteley Township; U.S. Steel Corporation's Dilworth Mine in Rice's Landing Borough; and Lykes Resources' Emerald Mine in Franklin Township. Plans call for each of these mines to reach full production in the early 1980's, increasing county coal production and mine employment figures by approximately 40 - 50 percent.

Beyond this, six companies have plans to open from six to twelve new deep mines over the next 20 years. Related developments planned for the area include a coal gasification plant to be located in Greene County or northern West Virginia, and a coal-fired steam power plant to be built in Washington County. In addition, these mines will require construction of coal preparation plants and tipples, and the area's transportation system including coal haul roads, bridges, and railroads will need to be upgraded. Other commercial and industrial facilities that use coal in quantity are expected to locate nearby.

The impact of energy development on the land, people, and institutions of Greene County, and of adjoining areas of Washington and Fayette Counties is expected to be massive. Over the next twenty years, between 5,000 and 12,000 new miner positions will be created: Salaries and benefits to these new miners will range

between $1.2 and $4 million (measured in 1977 dollars). A wide range of employment opportunities in other sectors of the local economy, such as wholesale and retail trade, support industries, and personal and professional services will also be created. Assuming an employment multiplier of 2.3, total direct and indirect effects related to new mining activity would result in as many as 27,000 additional jobs in Greene County by the year 2000.

Population is forecast to increase by as much as 150 percent over the present level of around 40,000 persons to an estimated 100,000 persons in the next 20 years. Even at the most modest level of projected population increase, housing demand will rise significantly. Estimates point to a need for 12,000 to 37,000 units of new housing by the year 2000--a 100-300 percent increase in the existing housing supply. School facilities will also be critically affected by new mining development. Predicted increases in enrollment of between 7,000 - 26,700 new students would severely overcrowd area primary and secondary schools. Other public facilities will be similarly over-burdened: medical and health care, recreation and cultural, as well as such essential public services as police and fire protection, public utilities and highways.

To meet these challenges, and capitalize on the unique development opportunities presented, it is proposed that a Greene County Energy Development Program be established. The principal objective of the program would be to organize and guide a systematic, comprehensive effort to assist mining expansion in every appropriate way, and to mitigate as nearly as possible any adverse impacts.

During the first year of operation, the major program activities will be directed towards the following purposes:

- assigning priorities and coordinating delivery of technical assistance from state and federal agencies to key local development projects;
- minimizing adverse environmental, land use, social, or other impacts of the development process;

- synchronizing the timing and location of public facilities and services with the start-up of new mining and related development;
- assisting in the integration of state, regional, and local plans affecting Greene County and the surrounding area;
- establishing a continuing process or means by which decisionmakers can consider issues and opportunities related to the proposed development;
- insuring that a comprehensive, accurate set of baseline data is available to all interests and viewpoints, making full use of available materials and information;
- promoting citizen understanding of the proposed coal mining development in the county and its consequences.

RELATED 1978-80 PROJECTS

ogram tegory	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total ~Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
ndustrial omotion/ esearch	P-1	Regional Input-Output Model Development (SPEDD)	G-1 DO-1, 2,3	Southwestern Pa. Economic Development District	$ 75,000	EDA Local	Model to be used by economic development agencies, private business and industrial sectors research and educational institutions	1979
anpower evelopment	P-1	Regional Mine Simulator Building Construction for Miners Training (Waynesboro Greene County)	G-1,3 DO-2	Greene and Washington Counties--joint sponsorship	$ 1,000,000	EDA ARC(214) CETA Mining Industries	60 Miners every 6 weeks 480 trainees per year Indirect: 560	1978
ndustrial romotion	P-1	Greene County and Environs Deep Mining Impact Study (Phase II) an economic and social impact study	DC-2 G-1	Greene County	$ 500,000	ARC Applicant	Economic and social consequences of mining will be studied and a development program will be formulated.	1978
ndustrial romotion	P-1	Lantz Industrial Park Development (175 usable acres) site grading, water sewer line, sewer pump station, access road and utility relocations (Franklin Township, Greene County)	G-1 DO-2	Greene County Industrial Developments, Inc.	$ 2,500,000	EDA ARC (214)	Direct: 1,000 Indirect: 1,300	1978

RELATED 1978-80 PROJECTS

rogram ategory	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
Industrial Promotion	P-1	Wida Industrial Park Addition (Center Township, Indiana County)	G-1 DO-2	Indiana County Chamber of Commerce	$ 200,000	EDA Pa. Dept. of Com	To be developed, Current Employment: 290	1978
Industrial Promotion	P-3	Pittsburgh National Laboratory for Coal Research (City of Pittsburgh, Allegheny County) Coal gasification, liquefaction, utilization, transportation, desulphurization, etc.	G-1 DO-2	City of Pittsburgh	N/A	ERDA/EDA ARC/Local	Direct: 3,000 Indirect: 6,000	1980
Community Facility	P-1	East Dunkard Water Association Expansion of Water Treatment Plant and Line Extension	DO-2 G-6	East Dunkard Wate Association, Greene County	$ 6,075,000	FmHA ARC	Direct: 600 mining jobs Support mining training facility school and housing development	1978
		Greene County Energy Development Program	DO-2	Western Conservancy	$ 104,500	EDA		1979 to 1980

SOUTHWEST REGION

DEVELOPMENT OPPORTUNITY #3

PITTSBURGH AREA REVITALIZATION: IMPLEMENTATION OF PARTS OF AN URBAN REVITALIZATION STRATEGY FOCUSED ON THE CITY OF PITTSBURGH

SUMMARY

The economic revitalization potential in the the Pittsburgh urban area presents a unique economic development opportunity in the Region.

Although deterioration of general community environment and obsolescence of industrial and commercial infrastructures deterred the economic activities to a substantial level in the past, the Pittsburgh urban area is still the principle generator of the economic activities in the region.

In recent years, both government and businesses in the Pittsburgh urban area launched a major effort to renew existing physical and natural resources to modernize the economic base. A significant level of success has been achieved. Redevelopment of obsolete industrial infrastructure, modernization and reuse of old commercial sites and buildings, development of river fronts and waterways, and establishment of new institutional structure for economic development are being carried out in order to renew the spirit and purpose of the Pittsburgh Renaissance of the 1950's.

In conjunction with coal energy development and Volkswagen Plant inducement, revival of the Pittsburgh Renaissance effort presents a new growth impetus in the region. In order to support this development opportunity a major effort must be directed toward inducement of public and private investment on human resource development and physical facility renewal.

Pittsburgh's economic revitalization will have a significant effect on lowering the central city unemployment, increasing earning power of the labor force, and curbing outmigration of the city residents. Another important economic consequence of Pittsburgh's economic revitalization is to create new growth dynamics which would

stimulate economic activities in the remaining part of the Region.

RELATED 1978-80 PROJECTS

Program Category	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
Industrial Promotion	P-1	RIDC Park West-Phases III and IV of 170 acre industrial park development (north Fayette Twonship, Allegheny County). Project included construction of internal circulation system including a bridge and construction of water, storm and sanitary sewer systems	G-1 DO-3	RIDC	$ 2,500,000	EDA ARC RIDC Allegheny County	Direct: 2,500 Indirect: 5,000	1978
Industrial Promotion	P-1	Herr's Island Industrial Park (City of Pittsburgh, Allegheny County) Development of 885,000 sq. ft. of office, distribution and light industrial space. Marina at the riverfront will also be constructed to take advantage of water transportation potential	G-1,6 DO-3	City of Pittsburgh	$ 4,410,917	EDA ARC RIDC Allegheny County City of Pittsburgh	Direct: 2,000	1978

RELATED 1978-80 PROJECTS

Program Category	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
Industrial Promotion	P-2	Aspinwall Water Works Site Development (City of Pittsburgh, Allegheny County) Development of 80.5-acre site adjacent to Aspinwall Water Works as industrial park designed to serve service sector industries and commercial development. Project includes site preparation, water and sewer line construction, access road construction and existing structure (water storage galleries) clearance.	G-1 DO-3	City of Pittsburgh	$ 3,000,000	EDA ARC Allegheny County City of Pittsburgh	Direct: 2,200	1978
Industrial Promotion	P-3	Pittsburgh Strip District Revitalization (City of Pittsburgh Allegheny County) Redevelopment of aging industrial district for viable manufacturing, distribution and wholesale uses.	G-1 DO-3	City of Pittsburgh	N/A	EDA ARC HUD City of Pittsburgh	N/A	1980

RELATED 1978-80 PROJECTS

Program Category	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
Industrial Promotion	P-3	North Shore Development (City of Pittsburgh, Allegheny Co.). Commercial and residential development on 93-acre site across the river from the Golden Triangle. (Pittsburgh CBD)	G-1 DO-3	City of Pittsburgh Urban Renewal Authority	N/A	HUD EDA ARC City of Pittsburgh	N/A	1980
Industrial Promotion/ Research	P-1	Regional Input-Output Model Development (SPEDD)	G-1 DO-1, 2,3	Southwestern Pa. Economic Development District	$ 75,000	EDA Local	Model to be used by economic development agencies, private business and industrial sectors, research and educational institutions	1979
		National Coal Technology Center						
		Redevelopment of existing industrial study to determine redevelopment potential						
		Intermodal Center/River development Port Authority concept for planned development of public loading and distribution facilities on the riverfront						

SOUTHWEST REGION

DEVELOPMENT OPPORTUNITY #4

LAUREL HIGHLANDS RECREATION-INDUSTRIAL DEVELOPMENT PROGRAM

SUMMARY

This fourth prominent development opportunity in Southwestern Pennsylvania utilizes of the natural recreation areas of the eastern portion of the Region. Recognizing the potentials of recreation-industrial development in this Laurel Highlands area, both public bodies and private organizations should be brought into participation to properly develop and promote this major recreation center. Unlike the previous three development opportunities discussed, this situation seems to naturally lend itself to public control of the effort. The necessary task in this case is to develop popular awareness and access to the natural recreational facilities while at the same time protecting and maintaining the integrity of the area for future use. To these ends, Federal, state and local public bodies have invested much planning effort and financial inputs. Several private organizations have also been very much involved in similar activities. Future needs include development of more accessible facilities (e.g., hiking trails, camping areas, and other recreational areas) and efforts to cultivate appropriate popular awareness and appreciation. Of course, appropriate controls of patterns and types of usage are absolutely necessary in order to maintain the natural qualities of the recreation potentials. In all of these cases, it seems that the various governmental agencies (especially state and local) should be the source of the main thrust of planning, development, and maintenance of these facilities through direct investments or appropriate regulation and/or offering of incentives to private activity.

RELATED 1978-80 PROJECTS

Program Category	Project Priority*	Project Name	Related Goals**	Implementing Agency	Total Cost(est.)	Funding Source	Development Impact Direct Job/ Indirect Job/ Service Delivery/ Others	Project Initiating Completion
Community Facility	P-1	Indian Creek Valley Water Authority Water Line Extension (Springfield and Saltlick Townships, Fayette County)	G-4,5,6 DO-4	Indian Creek Valley Water Authority	$ 1,222,000	FmHA ARC Indian Creek Valley Water Authority	Supply water to 200 families, 3 commercial establishments and Christian Church Training Center	1978
Recreation/ Natural Resource	P-2	Dunlap Creek Multi-Purpose Flood Control-Recreation Project (Menallen Township, Fayette County)	G-5 DO-4	Soil Conservation Service	$ 475,000	USDA Dept. of Community Affairs Fayette County	Indirect: 27	1979

TAB 11

STATEWIDE/MULTI-REGIONAL

STATEWIDE/MULTI-REGIONAL

DEVELOPMENT OPPORTUNITY #1

CLINTON COUNTY LABOR MANAGEMENT COMMITTEE DEVELOPMENT OPPORTUNITY: AN INNOVATIVE AND EFFECTIVE APPROACH FOR IMPROVING LAOBR-MANAGEMENT RELATIONS IN PA

Improvement of Pennsylvania's labor management relations image is frequently mentioned as one means of enhancing the investment climate in the State. Using start-up funding from an Appalachian Regional Commission demonstration grant, the Clinton County Labor-Management Committee was established in 1976 to deal with this problem in an area which had developed a reputation as "strike haven".

The innovative, community-based approach used by this Committee has demonstrated substantial success in Clinton County during the brief period the program has been in operation. Furthermore, this experience may prove especially useful and timely in guiding similar efforts which are now beginning in several other areas of the Commonwealth. The Clinton County effort is becoming known as one of a handful of nationally recognized "model" community based labor management committee efforts.

The basic idea behind the approach is to address labor-management relations problems and to defuse them before major crises can develop. This is accomplished through the establishment of in-plant committees and a continuing program of plant and community education. In this way, the Labor-Management Committee program provides a strategic supplement to existing lobor-management institutions.

Assistance to the Labor-Management Committee in Clinton County is especially important at this time. Although a plan for achieving self-sufficiency has been developed, local funds cannot yet fully support the Committee's operation. Major sources of federal funds will expire before the end of calendar year 1978. Thus, the Committee has asked for a one-year grant using the Governor's discretionary EDA 304 fund. This grant would enable the Committee's operations to continue until their activities can be supported with local funds or with local funds plus a small federal subsidy until self-sufficiency is attained.

The Clinton County Labor-Management Committee's four immediate goals

- To help raise the quality of working life in Clinton County, Pennsylvania
- To help business, labor and other organizations increase their effectiveness through joint worker-management involvement in quality of working life programs.
- By these means to help existing business remain, prosper, and expand in Clinton County, and to attract new business in Clinton County, leading to more and better jobs, increased revenues, and reduces burdens on state unemployment and welfare funds.
- To assist other communities in establishing labor-management committees.

Benefits will be measured in terms of increased productivity, reduced number of work stoppages, reduced number of job turnovers, reduced number of job layoffs and expanded job opportunities. Some benefits have already accrued. Recently, four of the county's largest unionized corporations concluded contract negotiations without one single day lost to strikes. In addition, it has prompted one firm to plan for expansion, as well as to encourage inquiries from other interested businesses.

In addition to anticipated benefits in Clinton County, the work program should result in achieving benefits in other parts of the state. The State in cooperation with the Clinton County Labor-Management Committee, is prepared to present the concept to other areas inthe Commonwealth with similar problems. For example, it is likely that another Labor-Management Committee will be formed in Elk County, Pennsylvania using Appalachian Regional Commission (ARC) funding through the State Commerce Department. Discussions are underway, concerning the use of the Clinton County staff as consultants in helping the Elk County group develop their program. Another community-based Labor-Management Committee is forming in the Northeast region (Lackawanna County) possibly providing yet another opportunity for the use of the Clinton County expertise.

DEVELOPMENT OPPORTUNITY #2

PENNTAP DEVELOPMENT OPPORTUNITY
CREATION OF AN "EDA UNIVERSITY CENTER" IN PENNSYLVANIA

After more than twelve years of highly successful experience with its Pennsylvania Technical Assistance Program (PennTAP), the Pennsylvania State University, with encouragement from the Economic Development Administration, decided in mid-1978 to apply for designation as one of twenty "EDA University Centers" throughout the country. Under this designation, a long-term extension of technical assistance capabilities could be achieved. The basic function of such a center is the provision of a range of management and technical services to small and medium-sized business, communities and economic development organizations.

Since 1965, PennTAP, a Continuing Education service of the Pennsylvania State University, has been operating a statewide information network, assisting Pennsylvania organizations in securing and in applying known scientific and technical information that ultimately leads to significant benefits.

Designation and additional funding under the EDA University Center program would expand existing PennTAP services by the addition of a Business Management Specialist and an Economic Development Specialist. It would foster liaison with the Bureau of Scientific and Technological Development in the Pennsylvania Department of Commerce and with the Governor's Office of State Planning and Development by identifying potential users through the Commonwealth Development Opportunities Program.

With the broadening of the program and the expanding of personnel, the potential benefits will increase substantially. During the last program year 1,948 inquiries were handled and it was estimated that the assistance provided by PennTAP to Pennsylvania organizations amounted to $5.1 million.

The major result anticipated form an expanded program will be improvement in the economic position of public and private companies and organizations using the service. Based on PennTAP's experience, expansion of this service should also extend the economic benefits to a larger number of individual communities and Commonwealth agencies.

Negotiations between EDA and the Pennsylvania State University concerning a detailed work program have not been completed. However, there is general agreement that the expanded program will be in conformance with basic objectives as outlined in the management for this development opportunity.

It is estimated that total first-year costs will be $125,421. Funds to finance this program are presently anticipated from the following sources:

$49,309	Economic Development Administration, U. S. Department of Commerce
$40,000	Commonwealth of Pennsylvania EDA 304 Funds
$36,112	The Pennsylvania State University

On the basis of the development opportunity proposal submitted by PennTAP, a decision was made to use $40,000 of EDA 304 funds for that purpose. A joint funding approach was worked out whereby the EDA 304 funds would supplement a $49,000 basic EDA "University Center" grant and $26,382 of Penn State in-kind services. An additional $10,000 cash contribution from Penn State to PennTAP is being sought to provide the required State match for EDA 304 funds.

Future coordinative activities for this program will primarily involve the Office of State Planning and Development and the Department of Commerce through its Bureau of Scientific and Technological Development.